

# THE ILLUSTRATED LONDON NEWS

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SATURDAY, MARCH 26, 1904

WITH  
TWO SUPPLEMENTS, SIXPENCE.

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Captain Grigorovitch.

Japanese Destroyers on Horizon.

Riflemen Struck by the Wave.



A RUSSIAN OFFICER'S IMPRESSIONS: THE "TSAREVITCH" THE MOMENT AFTER SHE WAS HIT BY THE JAPANESE TORPEDOES, FEBRUARY 8-9.

DRAWN BY F. T. JANE FROM SKETCHES BY AN OFFICER OF THE "TSAREVITCH."

*There was no very perceptible shock, but an immense wave broke over the quarter-deck, washing away some riflemen. There was no panic of any sort, and the crew in the other parts of the ship at once continued to fire at the Japanese destroyers, a long line of which were faintly visible.*



## OUR NOTE BOOK.

BY L. F. AUSTIN.

I was greatly delighted to find in my favourite evening paper the other day a dissertation upon the difference between statesmanship and sophistry. Needless to say, the statesmen belong to one party, and the sophists to the other, and that my favourite evening paper is on the side of the statesmen. This is quite an honest judgment, for the most intelligent persons are solemnly persuaded that their party must always be right, and that the other party is always engaged in machinations which, if not exactly infernal, do not bring with them airs from heaven. I should say that the party system itself has a decided smack of sulphur, if it were safe to say such a thing in this party-ridden island. Besides, it is more diverting to watch the gymnastics of people who cannot see that, as it is the business of the Opposition to allow no merit to the Government, and the business of the Government to find factious prejudice in the Opposition, the sophistry, if not the statesmanship, must be pretty equally divided.

Another quaint spectacle is presented by the politicians who assure you that they alone possess the talisman which they call Conscience. When this begins to operate, it distinguishes them sharply from such earthy creatures as endeavour to form a judgment by facts and arguments. The talisman lifts its blessed owners far above such a grovelling exercise. Not long ago a Judge on the Bench made some observations as to the bearing of the law on a certain controversy. Up rose one inspired, who said that a mere court of law had no concern with a matter already decided in the Court of Heaven. When asked how he knew that, he said he had it on the authority of his divinely illumined Conscience. This recalls Cromwell's Ironsides, surrounding him, Bible in hand, and proving from texts that Charles ought to lose his head. Anybody who had ventured to point out that the texts proved no such thing would have been denounced as a Malignant, to whom the radiant visitations of Conscience were unknown. Perhaps it would be shocking to say that the talisman, working in this fashion, produces more sophistry than the most worldly guile. Still, the spectator who is no partisan gets no small instruction from this aspect of our beautiful party system.

Once upon a time there was a Free Church divine who did not see eye to eye with the majority of Free Church divines in this country. He had an opinion of his own about tariff reform, or some other secular trifle. That was pretty bad; but he made the case infinitely worse by going to "the Court of King Edward under the wing of the Bishop of London." Up rose a Conscience, many Consciences, and solemnly rebuked him. A Free Church divine to put himself under the care of a Bishop, when he did homage to his Sovereign! O scandal! O sacrilege! And how came the King not to perceive the horrors of this unholy conjunction? He might have said privately: "My dear Bishop—a word in your ear. Always delighted to see you, of course, but not with a member of an uncanonical denomination." Then he might have whispered to the other visitor: "Charmed to meet you, but not in company with a Bishop. That may give offence, you know, to so many Consciences." But his Majesty seems to have been rather pleased than otherwise by this association of the Episcopalian lion with the Free Church lamb. O Erastianism!

The most difficult thing in this imperfect world is to see things as they really are. When Matthew Arnold counselled us to see life steadily, and see it whole, he was apparently unaware that he was setting us an impossible task. No human eye can see life whole. We must be thankful if our partial vision is tolerably clear and unbiassed. I am moved to this humility by a discourse of the Bishop of Stepney's on the manners of factory-girls. If you meet the factory-girl in the street, you are apt to be offended by her vociferous manners, especially at holiday time. On Hampstead Heath, at that season, she is like a Mænad, with incredible hat and impossible feathers. You shudder at the vulgar sight, and then you read the Bishop of Stepney and feel chastened; for the Bishop sees clearly that your code of refinement is beside the mark. When the factory-girl rejoices, when she laughs at the full pitch of her lungs, she has no thought of pleasing you. She is fulfilling a wholesome law of a particular section of life beyond your ken. It is vulgar to laugh loud and long in a drawing-room, and to wear incredible hats and impossible feathers in Bond Street; but it is in perfect harmony with the spheres to do these things at the East End. The Bishop has done well to remind us of the difference.

Mrs. Craigie has been complaining of the extraordinary whims and prejudices of actors. She cited the case of an actress who refused to play the heroine because that lady appeared in only one act. Surely

something could be said by a devil's advocate about the extraordinary whim of the dramatist who treated his heroine with such brusqueness. If he did not think it worth while to let her appear in every act, why should the actress think it worth while to take the part? But Mrs. Craigie evidently thinks the players are spoilt, and therefore she should approve the short way with actresses which has been adopted by the Elizabethan Stage Society. The poor things are not even allowed to have their names in the bill. They are kept sternly anonymous; if you do not know them by their voices or their saucy noses, you must go away wondering who these charming and accomplished creatures may be. Imagine this iron rule enforced in every theatre. For popular favourites it would not matter much, and we should save sixpence for the programme—that monstrous tax upon knowledge! But when a beginner made a hit, and moved our heartstrings very much, should we be content to burst in ignorance of her name? Or should we summon the manager in front of the curtain, and pelt him with opera-glasses until he disclosed the secret? Or should we waylay the charmer at the stage-door, and respectfully interview her? Surely Mrs. Craigie would not drive us to the stage-door—a dangerous place, although Mrs. Alec Tweedie has been trying to persuade us that it is a mean and even squalid aperture!

When Max Beerbohm is King (as I gather from Mr. Chesterton's "Napoleon of Notting Hill" he will be in a hundred years' time) he may issue an Ordinance commanding us all to be anonymous. Names will be banished from title-pages as well as playbills. If by some misfortune you should appear before Mr. Plowden, not in the capacity of a witness, the public would be no wiser. You would be mentioned, let us say, by a number, and described by a playful reporter for a halfpenny paper in these terms: "Number One Million and Ninety-Two was charged before Mr. Plowden with violent assault on a cabman who had asked for his legal fare. The accused wore an eyeglass and a gold-headed cane. Sentenced to seven days, with the option of a fine, he offered the magistrate the gold off the cane, and was committed for a month as an incorrigible humorist." It would be a comfort in this case to remain unknown. But shall we submit to be robbed of laurel crowns? Shall King Max practise with impunity such a grinding tyranny as keeping our names and photographs out of the papers when we have honestly earned this publicity? Let me warn him that if he resorts to this device his reign will be brief and sanguinary.

The German military play, "Love's Carnival" ("Rosenmontag"), has not succeeded at the St. James's Theatre. I see that Mr. J. T. Grein ascribes this partly to defective translation, and partly to our ignorance of German military etiquette. He thinks that if the translation had been annotated, so as to explain the German point of view, justice would have been done to the author, and to the German army. I fear that no explanatory notes by the translator could have helped the play. The performance was excellent; but no acting, however admirable, could commend to an English audience the peculiar sentimentalism which drove Hans Rudorff to suicide. By his own acts he had made his position in the regiment untenable, and this, Mr. Grein thinks, is a sufficient reason to a German mind why Rudorff should dash out of the world in a morbid frenzy, taking a devoted girl with him. To an English mind this is absurd. It is a good deal worse than the conduct of Goethe's hero, who blew his silly brains out because "Charlotte was a married lady, and a moral man was Werther."

To romantic views of suicide the English mind is always unsympathetic. We regard it as a cowardly act, unless the circumstances make a strong appeal for pity. Pity would have been accorded to Rudorff if there had been no other way out of his trouble. But his most intimate friend in the regiment pointed another way, and offered him the means of taking it. He might have left the army, and started afresh in another profession—if need be, in another country. This does not seem to have occurred to Mr. Grein; but it must have occurred to the author, or this significant scene between Rudorff and his friend Hofmann would not have been written. What, then, is the real German view? Hofmann is the one strong, well-balanced mind in the play. Does this officer's judgment appeal to rational Germans; or do they prefer a sentimentalism madder than Werther's when a soldier has forfeited his military credit? Mr. George Alexander tells us that the play had a two years' run in Germany; and we may infer that it was quite in accord with romantic taste in that country, or that the public took it with ironical relish, as they have taken Lieutenant Bilse's story of the garrison where the Colonel forced the junior officers to tippie a particularly alcoholic and expensive punch when they longed for cheap and harmless beer. I fear our taste for romance is neither so poetical nor so thirsty as the German.

## THE WAR: AN EXPERT COMMENTARY.

BY R. N.

(SEE SUPPLEMENT.)

Perhaps the most interesting information received during the past week is that which is contained in the letters which are now being received from Japan, and which describe in detail the earlier operations of the war. It is possible that had fresh telegrams of current events been coming to hand at the same time, these letters dealing with what is now ancient history might have been overlooked. But they are well worth examination, enabling us, as they do, to correct many errors.

There was, for example, a very prevalent belief that Admiral Togo, in launching his attack at Port Arthur while his transports were still on the sea, had violated some of the axiomatic rules of strategy. From the information now received it is obvious that he did nothing of the kind. After he had put to sea from the Japanese base at Sasebo with his four squadrons and the accompanying transports, he proceeded to a rendezvous where his scouts reported the exact position of the Russian vessels. Then it was that he detached Rear-Admiral Uriu with one squadron, vastly superior in strength to the Russian ships at that port, to proceed with the transports to Chemulpo. And with his remaining three squadrons and his destroyers he took the direct route to Port Arthur. He was not, therefore, as some have supposed, trusting to luck, but was acting on specific information and on a preconceived plan.

The destroyer attack, again, was carried out in a most scientific manner, the object being to do the greatest possible damage in the shortest possible time, and with the least amount of risk to the tiny assailants, which it would be difficult to replace, and the value of which was therefore immeasurably increased. The ten boats which operated at Port Arthur approached in single column at a speed of twenty-two knots, a distance of about two hundred yards separating each boat from that ahead. When less than a mile from the port the column broke into two, one portion coming in from the west, and the other from the east. And as the two flotillas passed the Russian ships at about 500 yards, the twenty torpedoes were discharged into the thick of the anchored fleet. Then, and not till then, was the quarry awakened. The searchlights were turned on and the guns discharged. But the destroyers had never stopped, and immediately on discharging their torpedoes steamed away at full speed in opposite directions, and headed back to the Admiral. Fifteen per cent. of the torpedoes discharged got home. In manœuvres the attack has frequently been well satisfied with a much smaller result.

Of the battle which took place the next day there are still some details lacking to a complete understanding of the circumstances. It is not explained in what formation Admiral Togo engaged the enemy, but apparently it was in line ahead, the line of cruisers being disposed to seaward of that made up of the battle-ships, but in such a manner that the guns of the former could be fired through the intervening spaces between the latter. The range at which firing began was apparently about a thousand yards, and this was gradually diminished until the 6-in. quick-firers could be brought into play. As soon, however, as it was seen that the shore batteries had got the range, the fleet was withdrawn. Four of the Japanese ships had been hit, but not seriously injured, and thus the Admiral was able to report that "the fighting strength of the squadron is absolutely unimpaired." On the other hand, Admiral Alexieff admitted that four of his vessels had been materially crippled. A further fact obtained from these letters, and one of considerable importance, is that the Japanese have never engaged the land batteries without taking care that the point at which they placed their ships was one in which they were unassailable. A fresh attack and bombardment took place on March 21, 22.

## PARLIAMENT.

The Chinese labour question was discussed once more in both Houses. In the House of Lords the Bishop of Hereford attacked Lord Milner as a man with a "rasping journalistic pen," and quite unfitted for the business of administration. Lord Goschen warmly defended Lord Milner, and Lord Carrington hinted that the Bishop of Hereford's zeal was excessive. The Archbishop of Canterbury said he had great misgivings about the policy of the Government, but he could not see that the case against it had been made out.

In the Commons Sir Henry Campbell-Bannerman moved a Vote of Censure. He contended that "to import aliens into the Transvaal, to make them bondsmen under degrading conditions for the mere purpose of benefiting speculators in a wealthy industry, would be to violate the principles of freedom and equity." The Colonial Secretary cited the Ordinance for indentured labour in the West Indies and elsewhere, sanctioned by Liberal Governments and Australian Legislatures. He showed that an Ordinance passed by Lord Kimberley, when Colonial Secretary under Mr. Gladstone, was precisely similar in restriction of employment and repatriation of labourers to the Ordinance for the Transvaal. Nobody had called that slavery. There would be a great extension of white skilled labour when all the mines could be worked productively by Kaffirs and Asiatics.

There was a scene when Major Seely announced that he had resigned his seat rather than support the Government. Mr. Balfour was much interrupted by Irish members, indignant at the uproar of the Unionists when Major Seely was speaking. The Prime Minister asked how a Chinaman under the Ordinance could be any more a slave than the British sailor, who, if he deserted his ship, was treated as a criminal. Mr. Asquith argued that there had never been any necessity to call in Chinese labour, for the Government might have made a reasonable arrangement with the Indian Government, and admitted Indian coolies, British subjects, as free citizens of the Transvaal. Sir Henry Campbell-Bannerman's motion was rejected by a majority of 57.



## LONDON AND NORTH WESTERN RAILWAY.

## EASTER HOLIDAYS.

CHEAP EXCURSIONS will be run from EUSTON, KENSINGTON (Addison Road), BROAD STREET, WOOLWICH, WILLESDEN JUNCTION, and other London Stations, as follows—

## ON WEDNESDAY, MARCH 30,

to DUBLIN, GREENORE, BELFAST, Ardglass, Armagh, Bray, Bundoran, Cork, Downpatrick, Dundalk, Enniskillen, Galway, Greystones, Killarney, Larne, Limerick, Londonderry, Newcastle (Co. Down), Newry, Ovoca, Portrush, Sligo, Thurles, Warrenpoint, Westport, Wexford, Wicklow, and other places in Ireland. To return within 16 days.

## ON WEDNESDAY MIDNIGHT, MARCH 30,

to Blackburn, Blackpool, Bolton, Carnforth, Chorley, English Lake District, Fleetwood, Furness Line Stations, Lancaster, Lytham, Morecambe, Penrith, Preston, St. Helens, Southport, Whitehaven, Wigan, Workington, &c., returning April 4, 5, or 8.

## ON THURSDAY, MARCH 31,

to Aberdovey, Abergavenny, Abergyle, Abersychan, Bangor, Barmouth, Bettws-y-Coed, Blaenau Ffestiniog, Brynmawr, Bullis Wells, Carmarthen, Carnarvon, Colwyn Bay, Conway, Cricketh, Dolgelly, Dolwais, Elbow Vale, Harlech, Hereford, Holyhead, Llanberis, Llandudno, Llandudno, Llangamarch, Llanwrtyd, Merthyr, Oswestry, Pwllheli, Rhayader, Rhyl, Shrewsbury, Swansea, Tredegar, Wellington, Welshpool, Wrexham, &c., returning April 4, 5, or 9.

To Ashbourne, Birkenhead, Birmingham, Burton, Buxton, Chester, Coventry, Derby, Dudley, Leamington, Leicester, Macclesfield, Northampton, North Staffordshire Company's Stations, Nuneaton, Rugby, Tamworth, Thorpe Cloud (for Dove Dale), Walsall, Warwick, Wolverhampton, &c., returning April 4, 5, or 8.

To Carlisle and Maryport, returning April 4, 5, or 8.  
To CARLISLE, EDINBURGH, GLASGOW, Aberdeen, Arbroath, Ayr, Ballater, Banff, Brechin, Buckie, Callander, Castle Douglas, Crief, Cruden Bay, Dumfries, Dumfries, Dundee, Dunkeld, Elgin, Forfar, Fort William, Gourcock, Greenock, Inverness, Keith, Kirkcubright, Moffat, Montrose, Nairn, Newton Stewart, Oban, Perth, Stirling, Stranraer, Strathpeffer, Whitthorn, Wigton, and other places in Scotland, returning on April 4, or within 16 days.

## ON THURSDAY MIDNIGHT, MARCH 31,

to Accrington, Ashton, Bacup, Burnley, Bury, Colne, Crewe, Darwen, Liverpool, Manchester, Nelson, Oldham, Rochdale, Stafford, Stalybridge, Stockport, Warrington, Widnes, &c., returning April 4, 5, or 8.

## ON SATURDAY MIDNIGHT, APRIL 2,

to Ashton, Guide Bridge, Liverpool, Manchester, Oldham, Stalybridge, Stockport, and Warrington, returning April 4, 5, or 9.

## ON MONDAY MORNING, APRIL 4,

to Birmingham, Coventry, Dudley, Keilworth, Leamington, Northampton, Rugby, Warwick, Walsall, Wellesbourne, Wolverhampton, &c., returning same day, or on April 5 or 8. (No bookings from Kensington or Woolwich by this train.)

## ON EVERY SATURDAY until further notice,

to Bedford, Bletchley, Blisworth, Brackley, Buckingham, Leighton, Rugby, Woburn Sands, and Wolverton, returning same day or following Sunday or Monday.  
To Newport Pagnell, returning same day or following Monday.

For Times, Fares, and full particulars see Small Bills, which can be obtained at any of the Company's Stations and Town Offices.

FREDERICK HARRISON, General Manager.

Euston Station, London, March 1904.

HARWICH  
ROYAL BRITISH MAIL ROUTE.

HOOK OF HOLLAND—QUICKEST ROUTE TO HOLLAND  
AND CHEAPEST TO GERMANY.

Daily (Sundays included) at 8.30 p.m. from Liverpool Street Station.

ACCELERATED SERVICES TO BERLIN, DRESDEN, VIENNA,  
AND MUNICH.

Through Carriages and Restaurant Cars between the Hook of Holland, Berlin, Cologne, and Biele.

ANTWERP, every Week-day at 8.40 p.m., from Liverpool Street Station.

DIRECT SERVICE to Harwich, from Scotland, the North, and Midlands. Restaurant Car between York and Harwich.

The Great Eastern Railway Company's Steamers are steel screw vessels, lighted throughout by electricity, and sail under the British Flag.

HAMBURG, by G. S. N. Co.'s Steamers, Wednesdays and Saturdays.

ESBJERG, for Denmark and Scandinavia, by the Royal Danish Mail Steamers of the U.S.S. Co. of Copenhagen. Mondays, Thursdays, and Saturdays.

Particulars of the Continental Manager, Liverpool Street Station, London, E.C.

LIVERPOOL STREET HOTEL adjoins the London terminus.

Particulars of H. C. AMENDT, Manager.

## GREAT NORTHERN RAILWAY.

## EASTER HOLIDAY ARRANGEMENTS.

On GOOD FRIDAY the trains will run as on Sundays, except that the 5.15 a.m. express from London (King's Cross), at ordinary fares, will be run to PETERBOROUGH, GRANTHAM, NEWARK, RETFORD, LINCOLN, NOTTINGHAM, SHEFFIELD, DONCASTER, WAKEFIELD, LEEDS, BRADFORD, and HALIFAX, and several other of the principal Great Northern stations. Connections will also be given for YORK, NEWCASTLE, EDINBURGH, GLASGOW, PERTH, ABERDEEN, &c.

The Cheap Week-End Tickets usually issued each Friday and Saturday will be issued on Thursday, Good Friday (if train service admits), and Saturday, March 31, April 1, and 2, available for return on any day up to and including Tuesday, April 5 (except date of issue), but tickets to Caister-on-Sea, Cromer, Mablethorpe, Mundesley-on-Sea, Weybourne, Sheringham, Skegness, Sutton-on-Sea, West Runton, Woodhall Spa and Yarmouth, Gorleston-on-Sea and Lowestoft, are available for return on day of issue or on any day up to Tuesday, April 5, inclusive (if train service admits).

OLIVER BURY, General Manager.

## LONDON AND SOUTH WESTERN RAILWAY.

## EASTER EXCURSIONS

to the principal

## HEALTH AND HOLIDAY RESORTS.

From LONDON (WATERLOO) and certain Suburban Stations.

14-DAY TICKETS to PARIS issued on March 30, 31, April 1 and 2. Return Fares: 1st Class, 39s. 3d.; 2nd Class, 30s. 3d.; 3rd Class, 26s. (N.B.—Through Bookings to Paris have been arranged from the principal Northern Companies. Ask for tickets via Southampton and Havre.)

To CHERBOURG on March 31 and April 2. Fare, 25s. To HAVRE on March 31, April 1 and 2; also to ST. MALO on April 1. Fares, 22s. 6d.

FAST EXCURSIONS to the COASTS of HANTS, DORSET, SOMERSET, NORTH and SOUTH DEVON, NORTH CORNWALL, ISLE OF WIGHT, &c. For particulars and bookings to other places, also ADDITIONAL and LATE TRAINS to the WEST OF ENGLAND, WEYMOUTH, BOURNEMOUTH, SOUTHAMPTON and PORTSMOUTH (for the ISLE OF WIGHT), see Programmes, obtainable at any of the Company's London Stations and Offices, or from Mr. Henry Holmes, Superintendent of the Line, Waterloo Station, S.E.

CHAS. J. OWENS, General Manager.

## SOUTH EASTERN AND CHATHAM RAILWAY.

## EASTER HOLIDAYS.

PARIS, via FOLKESTONE-BOULOGNE, or DOVER-CALAIS, First Class, 58s. 4d., Second Class, 37s. 6d., Third Class, 30s., available by 2.20 p.m. and 9 p.m. Services from CHARING CROSS on March 30, 31, April 1 and 2; also by 10 a.m. Service on March 31. Returning from Paris any day within 14 days. For Return Times, see Handbills.

CHEAP TICKETS to BRUSSELS and Back, via CALAIS or BOULOGNE, 22s. 11d., via OSTEND, 18s. 4d., will be issued, available for 8 days.  
CHEAP SATURDAY to MONDAY TICKETS, also Special 8-day Tickets, will be issued to BOULOGNE and CALAIS; and 8-day Excursions will be run to OSTEND, AMSTERDAM, THE HAGUE, &c. Continental Services will run as usual during the Holidays. Special Expresses will leave Victoria (S.E. & C.) at 1.45 p.m. for Folkestone, and at 8.50 p.m. for Dover, on Thursday, March 31, in connection with the Boats to Boulogne, Calais, and Ostend respectively.

CHEAP RETURN TICKETS to TUNBRIDGE WELLS, ST. LEONARDS, HASTINGS, BEXHILL, CANTERBURY, WHITSTABLE, HERNE BAY, BIRCHINGTON, WESTGATE, MARGATE, BROADSTAIRS, RAMSGATE, SANDWICH, DEAL, WALMER, DOVER, FOLKESTONE, SHORNCLEIFFE, HYTHE, SANDGATE, and NEW ROMNEY (LITTLESTONE-ON-SEA) will be issued from LONDON by certain Trains on Thursday, Friday, and Saturday, March 31 and April 1 and 2, available to return on Tuesday, April 5, by any Train (Mail and Boat Expresses excepted).

CHEAP DAY EXCURSIONS on GOOD FRIDAY and EASTER MONDAY from the principal LONDON STATIONS to ASHFORD, CANTERBURY, DEAL, TUNBRIDGE WELLS, GRAVESEND (for Rosherville Gardens), HASTINGS, BEXHILL, WHITSTABLE, HERNE BAY, BIRCHINGTON, RAMSGATE, BROADSTAIRS, MARGATE, HYTHE, SANDGATE, FOLKESTONE, DOVER, &c.

CHEAP DAY EXCURSION to ALDERSHOT on BANK HOLIDAY, leaving CHARING CROSS at 9.24 a.m. Return Fare, 3s., Third Class.

CRYSTAL PALACE (HIGH LEVEL) on BANK HOLIDAY. Return Cheap Tickets from London (including admission) will be issued.

For full particulars of the above Excursions, Extension of Time for certain Return Tickets, Alterations in Train Services, &c., see Special Holiday Programme and Bills.

VINCENT W. HILL, General Manager.

## MIDLAND RAILWAY.

## EASTER ARRANGEMENTS.

COOK'S EXCURSIONS FROM ST. PANCRAS, with bookings from CITY, GREENWICH, and WOOLWICH STATIONS.

## TO IRELAND.

\*TUESDAY, March 29, to LONDONDERRY (via Morecambe) by direct steamer, returning within 16 days.

\*WEDNESDAY, March 30, to DUBLIN, CORK, KILLARNEY, BALLINA, GALWAY, SLIGO, &c., via Liverpool and via Morecambe. To BELFAST, LONDONDERRY, PORTURUSH, GIANT'S CAUSEWAY, and North of IRELAND, via Barrow, via Liverpool, and via Stranraer and Larne, returning any week-day within 16 days.

\*THURSDAY, March 31, to LONDONDERRY via Liverpool by direct steamer, returning within 16 days as per Sailing Bill.

## TO SCOTLAND for 5 or 16 days.

\*THURSDAY, March 31, from St. Pancras at 7.30 p.m. to Stirling, Perth, Arbroath, Forfar, Brechin, Montrose, Aberdeen, Inverness, Nairn, Forres, Ballater, &c.; and from St. Pancras at 10 p.m. to Alnwick, Berwick, Newcastle (N.E.), Appleby, Carlisle, EDINBURGH, GLASGOW, Greenock, Helensburgh, Ayr, Kilmarnock, &c.

## TO THE PROVINCES.

\*THURSDAY, March 31, for 5, 6, or 9 days, to Macclesfield, Buxton, MANCHESTER, LIVERPOOL, Bolton, BLACKBURN, Bury, ROCHDALE, OLDHAM, Wigan, SHEFFIELD, BARNLEY, WAKEFIELD, HALIFAX, LEEDS, BRADFORD, YORK, HULL, SCARBOROUGH, NEWCASTLE-ON-TYNE, LANCASTER, MORECAMBE, BARROW, and the FURNES and LAKE DISTRICTS, and CARLISLE, LEICESTER, BIRMINGHAM, NOTTINGHAM, DERBY, NEWARK, LINCOLN, BURTON, STAFFORDSHIRE POTTERIES, &c. See bills for times, &c.

\*THURSDAY MIDNIGHT, March 31, for 4, 5, or 8 days, to Leicester, Loughboro', Nottingham, Sheffield, Warrington, Liverpool, Stockport, and Manchester.

\*SATURDAY NIGHT, April 2, for 3, 4, 6, or 7 days, to LEICESTER, LOUGHBORO', NOTTINGHAM, LEEDS, BRADFORD, LIVERPOOL, MANCHESTER, SHEFFIELD, STOCKPORT, and WARRINGTON.

MONDAY, April 4, to LEICESTER, LOUGHBORO', NOTTINGHAM, and BIRMINGHAM, for 1, 2, or 5 days, and to KETTERING for one day.

\*Bookings from Woolwich and Greenwich by these trains only.

## Easter Monday, April 4.

To ST. ALBANS, HARPENDEN, and LUTON, for one day, from St. Pancras, at 10.25 a.m., 10.35 a.m., and 1.15 p.m.; and to BEDFORD at 10.25 a.m.

## SOUTHBEND-ON-SEA.

Day Excursions and Week-End Tickets will be issued to SOUTHBEND-ON-SEA during the Easter Holidays as announced in Special Bills.

## HALF-DAY AND WEEK-ENDS IN THE COUNTRY.

EVERY SATURDAY until further notice to Amptill, Turvey, Bedford, Olney, Wellingboro', and Kettering.

## EXTENSION OF WEEK-END TICKETS.

Week-end Tickets will be issued on Thursday, Friday, and Saturday, March 31, and April 1 and 2, from London (St. Pancras) to the PRINCIPAL SEASIDE and INLAND HOLIDAY RESORTS, including the Peak District of Derbyshire, Morecambe, Lake District, Yorkshire, and North-East Coast and Scotland, available for return on any day up to and including the following Tuesday, April 5, except day of issue.

TICKETS, BILLS, &c., may be had at ST. PANCRAS and other MIDLAND STATIONS and CITY BOOKING OFFICES; and from THOS. COOK and SON, Ludgate Circus, and Branch Offices.  
Derby, March 1904.

JOHN MATHIESON, General Manager.

## GREAT WESTERN RAILWAY.

## EASTER EXCURSIONS.

From PADDINGTON and other London and Suburban Stations to WEST OF ENGLAND, including ILFRACOMBE.

## THE HEART OF THE CORNISH RIVIERA.

Special Motor Tours, Easter Week, Falmouth to the Lizard and Mullion.

NORTH, SOUTH, and CENTRAL WALES.	WEYMOUTH, CHANNEL ISLANDS, Wiltshire, Dorsetshire, Berks, Hants.	MIDLAND COUNTIES, NORTH OF ENGLAND, SHAKESPEARE'S COUNTRY. Also to Cheltenham, Gloucestershire, Hereford, Wye Valley, &c.
CAMBRIAN COAST, IRELAND.		

## WEEK-END BOOKINGS TO NUMEROUS PLACES.

## CHEAP TICKETS TO RIVERSIDE STATIONS.

Several Through Expresses from and to London will NOT RUN on EASTER MONDAY, and certain local trains will be discontinued during the Holidays.

Tickets, and Programmes of Excursion and other Cheap Bookings, obtainable at the Company's Stations and Town Offices.

JAMES C. INGLIS, General Manager.

## GREAT EASTERN RAILWAY.

## EASTER HOLIDAYS.

## EXCURSIONS FROM LONDON

(Liverpool Street and Great Eastern Suburban Stations).

On THURSDAY, MARCH 31, 1904, for 5, 6, and 9 DAYS, to Cambridge, Wimbich, Lynn, Fakenham, Norwich, Ipswich, Yarmouth, Lowestoft, Cromer; also Spalding, Lincoln, Sheffield, Manchester, Doncaster, Leeds, Bradford, York, Scarborough, Newcastle, and other of the Principal Stations in the Eastern Counties, Lincolnshire, Yorkshire, Lancashire, North-Eastern District, &c.

For 5 and 16 days to Newcastle, Berwick, and Scotland.

TOURIST, FORTNIGHTLY, and THURSDAY, FRIDAY, or SATURDAY TO MONDAY or TUESDAY TICKETS will be issued to Yarmouth, Gorleston, Lowestoft, Mundesley, Cromer, Southend, Clacton, Walton, Harwich, Felixstowe, Aldeburgh, Southwold, and Hunstanton, by all trains from Liverpool Street, also from Great Eastern Suburban Stations at same fares as from Liverpool Street. These Cheap Tickets will also be issued from St. Pancras (Midland Station) and Kentish Town to Hunstanton, Yarmouth, Gorleston, Lowestoft, Mundesley, and Cromer (except on Good Friday).

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CLACTON, WALTON, and HARWICH, 4s. 3d. On EASTER MONDAY from Liverpool Street at 8.20 a.m., and Stratford at 8.35 a.m.; also from Great Eastern Suburban Stations.

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For further particulars see Bills.

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## DIEPPE.—THURSDAY TO TUESDAY CHEAP

RETURN TICKETS.—From London Bridge & Victoria, Thursday, Friday, Saturday, Sunday, & Monday, March 31st to April 4th. Fares, by Day or Night Service, 1st Class, 24s.; 2nd Class, 19s.; & by Night Service only, 3rd Class, 15s.; available for return up to April 10.

Details of Continental Manager, London Bridge Terminus.

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## DEAF AND DUMB POOR,

MARGATE.

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THE LATE DUKE OF CAMBRIDGE: LAST HONOURS IN WESTMINSTER ABBEY.

DRAWN BY S. BEGG.

The King.



KING EDWARD AT THE MEMORIAL SERVICE IN WESTMINSTER ABBEY, MARCH 22.

*For over half a century Westminster Abbey had not seen so splendid a spectacle of military mourning. The music was particularly impressive, and included a revival of the pieces for trombones composed by Purcell for the funeral of Queen Mary II.; but the most striking incident was the singing by the whole congregation, at the King's express desire, of the hymn, "Onward, Christian Soldiers."*



LAST HONOURS TO OUR OLDEST FIELD-MARSHAL: THE FUNERAL OF THE DUKE OF CAMBRIDGE  
PASSING ALONG THE NEW PROCESSIONAL ROUTE, ST. JAMES'S PARK.



THE ILLUSTRATED LONDON NEWS, MARCH 26, 1904.—451

THE SCENE OPPOSITE MARLBOROUGH HOUSE: THE COFFIN, AND THE CARRIAGE CONVEYING THE CHIEF MOURNER, KING EDWARD.

PHOTOGRAPH BY THE ART REPRODUCTION COMPANY.



## THE WORLD'S NEWS.

## THE LATE DUKE OF CAMBRIDGE.

(See Supplement.)

With full military honours and an imposing escort of troops, the remains of the Duke of Cambridge were laid to rest in Kensal Green Cemetery on the afternoon of March 22. Before the procession started, a memorial service, which the King and Queen and the Princes of the Blood Royal attended, was held in Westminster Abbey. The Navy and Army were largely represented. After the Service, which the Dean conducted, Norroy King of Arms proclaimed the style and titles of the late Prince. The procession was then formed, while minute-guns pealed from a battery posted on the Horse Guards' Parade, and with solemn military music the body was borne on a gun-carriage to the grave. At the conclusion of the burial service the Grenadier Guards, the Duke's old regiment, fired three volleys, and the bugles sounded the "Last Post."

## THE SUBMARINE DISASTER.

The submarine trials, which began with so much success and were continued in presence of the Prince of Wales, were rudely interrupted on March 18 by a terrible disaster. On the morning of that day the boat known as *A 1* was sent a mile eastward of the Nab light-ship, there to lie in wait for one of the enemy's battle-ships. She dived, and had been submerged for some time when the Union-Castle liner *Berwick Castle*, bound for Hamburg, approached the spot where the *A 1* lay. The captain of the Castle liner says that he struck something which he took to be a torpedo, and which even now he does not think was the submarine. However that may be, he considered the collision of sufficient importance to put about and signal the occurrence to the umpires of the manoeuvres. That disaster should have befallen the submarine was not, however, suspected until the time arrived for their return to harbour. When all but one had appeared, Captain Bacon, commanding the submarine flotilla, became anxious, and went in search of the missing vessel. Darkness had fallen by this time, but a flotilla of torpedo-boat destroyers proceeded to the scene of the supposed disaster, and swept the



Photo, Elliott and Fry.  
MAJOR J. E. B. SEELY, D.S.O.,  
M.P. FOR THE ISLE OF WIGHT,  
RESIGNED.

water until daybreak with their searchlights, while divers descended to search the sea-floor. Tugs and salvage-steamers were quickly on the spot, and at length the submarine was discovered in sixty feet of water. She was lying on her port side, with a large hole below the conning-tower. It was hoped at first that the submarine might have sunk owing to some failure of her diving and rising apparatus; in which case, supposing her sides to be intact, her crew would have had at least twenty-four hours' supply of air; but the discovery that she had been stove in cut off the last hope that her occupants had survived. Her officers were Lieutenant Loftus C. O. Mansergh and Sub-Lieutenant John P. Churchill. With them perished nine men.

## THE ROMANCE OF A GOLDFIELD.

Mr. John Taylor, who has retired from the management of the Kolar Goldfield, in India, has received from the employés the handsome gold cup figured on this page. The employés subscribed £1540 for the presentation, and part of the sum was devoted to purchasing for Mrs. Taylor the pearl necklace which we also illustrate. The history of the mines is somewhat romantic, for several years ago the shares had fallen to ninepence each, and some of the shareholders were anxious that the enterprise should be abandoned. It was decided, however, to persevere, and since 1886 8½ millions sterling has been paid in dividends. The presentation cup is made of gold from the Mysore mine, and weighs 50 oz.

## MR. ROOSEVELT AND PENSIONS.

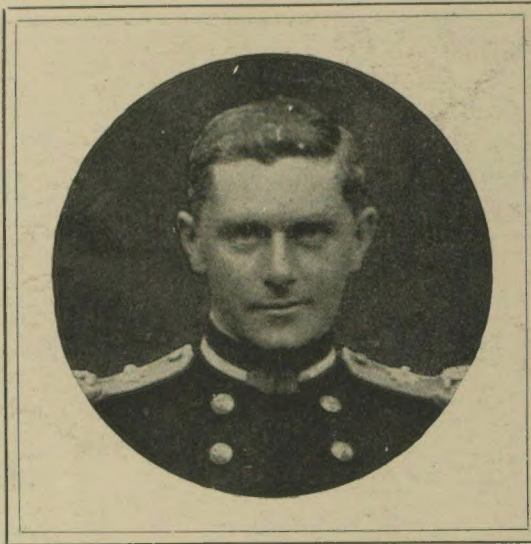
The American Pension List for old soldiers has long been the wonder of financiers. It is nearly forty years since the Civil War came to an end, and the Republic is cheerfully paying military pensions to the tune of close upon twenty-seven millions sterling per annum. Mr. Roosevelt has now decreed that every soldier over the age of sixty-two who took part in the Civil War shall have a pension. "The effect," says a writer who is very friendly to the President, "will be to add nobody knows how many millions yearly to an already enormously and scandalously swollen pension list." It is said this measure is designed to conciliate the powerful military organisation known as the Grand Army of the Republic, which commands many votes. As this is said by one of the President's best friends, imagination cannot picture with any precision what will be said by his bitterest opponents. But it looks as if the money spent on pensioners who fought more than a generation ago will approximate to the cost of the Army we maintain for fighting now.

## LORD MILNER AND MR. STEAD.

Mr. Stead's address at Cape Town, in which he said not only that the South African War was unjust, but, worse still, that he was ashamed of the past and present doings of his countrymen, has had a poignant sequel in the form of a telegram from Lord Milner: "In view of your speech, consider your invitation to the Transvaal cancelled"—thus the administrator to the editor, and yet they were once co-workers on the same newspaper.

## OUR PORTRAITS.

Lieutenant Loftus Charles Ogilvy Mansergh, senior officer upon the ill-fated Submarine *A 1* when she was sunk, entered the Navy as Cadet in 1886, became Midshipman in 1889, Sub-Lieutenant in



Photo, Russell.  
THE LATE LIEUTENANT L. C. O. MANSENGH,  
DROWNED IN THE "SUBMARINE A 1."

1893, and Lieutenant in 1895. He was appointed to the second-class cruiser *Thames* for submarine boats on Jan. 1 of last year, and was deeply interested in the working of submersible craft. The Lieutenant, who was the only son of the late Major C. S. P. E. Mansergh, was thirty-one years of age.

Mr. C. Lyell, who by his victory in the East Dorset election has gained a seat for the Liberal party, was born in London in 1875, the only son of Sir Leonard Lyell, and was educated at Eton and at New College, Oxford, where he graduated with honours in the History School. He has devoted much time to the housing question, is a Progressive educationist, a temperance reformer, and an ardent Free-Trader. He acted for some time as secretary to the Chairman of the London County Council.

Major John Edward Bernard Seely, whose announcement of his resignation gave a dramatic touch to the conclusion of the debate on the question of Chinese labour for the Transvaal, is Unionist member for the Isle of Wight, and has held his seat since May 1900, when it was won for him by his wife at a bye-election while he himself was "doing his country's work" in South Africa. Major Seely, who is a barrister, has earned distinction on both sea and land—as an officer

of the Hampshire Yeomanry, with whom he went to South Africa, and as a volunteer lifeboatman in the Isle of Wight. His military work earned him the Distinguished Service Order; his marine work is marked by a daring swim with a life-line to a French vessel on the point of foundering outside the range of the rocket-apparatus, a deed of heroism by which nine lives were saved. Major Seely is the youngest son of Sir Charles Seely, the first Baronet, and married Miss Emily Florence Crichton, a niece of Lord Erne, in 1895. He is thirty-six years of age.

## THE BALKANS.

Fresh movements of Bulgarian bands are reported from Salonika, and a new invasion of Macedonia is said to have begun. In the north of the vilayet of Monastir, at a point between Kyrchevo and Ochrida, Turkish troops have come into collision with a Bulgarian band, and the loss of the latter is estimated at nineteen killed and twelve prisoners. The Turks' loss was inconsiderable. There is little likelihood of an alliance between Serbia and Bulgaria. The two peoples are not united, and neither has anything to gain from such an agreement. So far from concluding an alliance, the Servian statesmen are said to be willing to guarantee tranquillity on the Turco-Servian frontier should war break out between Turkey and Bulgaria.

A certain Martin is accused in Paris of having sold naval secrets to a Japanese attaché who has gone home. The Government is not much disturbed. It is suggested that the secrets, if they were sold, were not worth the money, and that Martin made a gull of his customer. This view does not suit the irrepressible Rochefort. He maintains that M. Pelletan was Martin's accomplice, and shared the booty obtained from the guileless Oriental.

M. Pelletan takes no notice of the charge; and when Rochefort is ignored he treats this as a proof of guilt. But Paris, even Nationalist Paris, has learned to tolerate its Rochefort with indulgent irony. He is no longer a firebrand. Experience has taught the Parisians to distrust the perpetual cry that France is sold by her Government. They do not believe now in any sale to Germany; and they laugh at the notion of a corrupt bargain with Japan. In a word, Paris has recovered her sense of humour, so painfully eclipsed in the early stages of the Dreyfus case. Such humour as Rochefort ever had is extinct, and he is now like a mechanical toy.



MR. C. LVELL,  
NEW M.P. FOR EAST DORSET.

MR. REDMOND. The leader of the Irish party does not shroud in mystery his views of the political situation. He says it is the business of the Nationalists to turn out the present Government, and to demand Home Rule from its successor. He believes the Irish vote will hold the balance between the English parties after the General Election, and anticipates that both of them will approach him with "alternative plans of Home Rule." As for education, he is not disposed to allow a Liberal Government to make any change in the Education Act that will be detrimental to Catholic schools. On this question the Irish members have voted uniformly with the Unionists, and will do so again. A compromise should be made, says Mr. Redmond; but that would mean a compromise between the Church of England and the Nonconformists, and so far this has been steadily resisted by Dr. Clifford and his friends. The outlook is by no means gratifying to Liberals or Unionists.

THE ELGAR FESTIVAL. The Elgar Festival at Covent Garden has had a great and deserved artistic success. It is always pleasant when English music can be presented so worthily and merit the excellent rendering accorded to it. In Dr. Elgar we have a composer of such recognised eminence that we have great cause for pride. And these three concerts did nothing to abate his reputation. The beautiful masterpiece, "The Dream of Gerontius," took the first place, and was really magnificently performed by the Hallé orchestra and chorus, under the direction of Dr. Richter. The audience, which was brilliant, included the King and Queen. The second concert was devoted to the performance of "The Apostles," a composition of secondary talent and interest, but still a notable work; and the third evening was given up to various pieces.

"Love's Carnival" quitted the St. James's stage last Monday, after four nights' run, and the failure of Mr. Bleichmann's version of "Rosenmontag" is intelligible enough. Its Teutonic atmosphere did not spoil the chances of this piece, for the pictures of students' vivacity lent half its charm to "Old Heidelberg." What finally condemned for English tastes the companion-sketch of German barrack-life was its not merely unhappy, but odious ending—one in which a young lieutenant, to escape the consequences of breaking his word, kills both himself and his sweetheart. But this crime of passion comes on the top of patent technical faults. Quite superfluously, Herr Hartleben inserts innumerable details of military routine and manners at his story's expense (thereby suggesting that a German officer's day is one riot of swilling and shouting), and so his plot only begins half-way through the play.



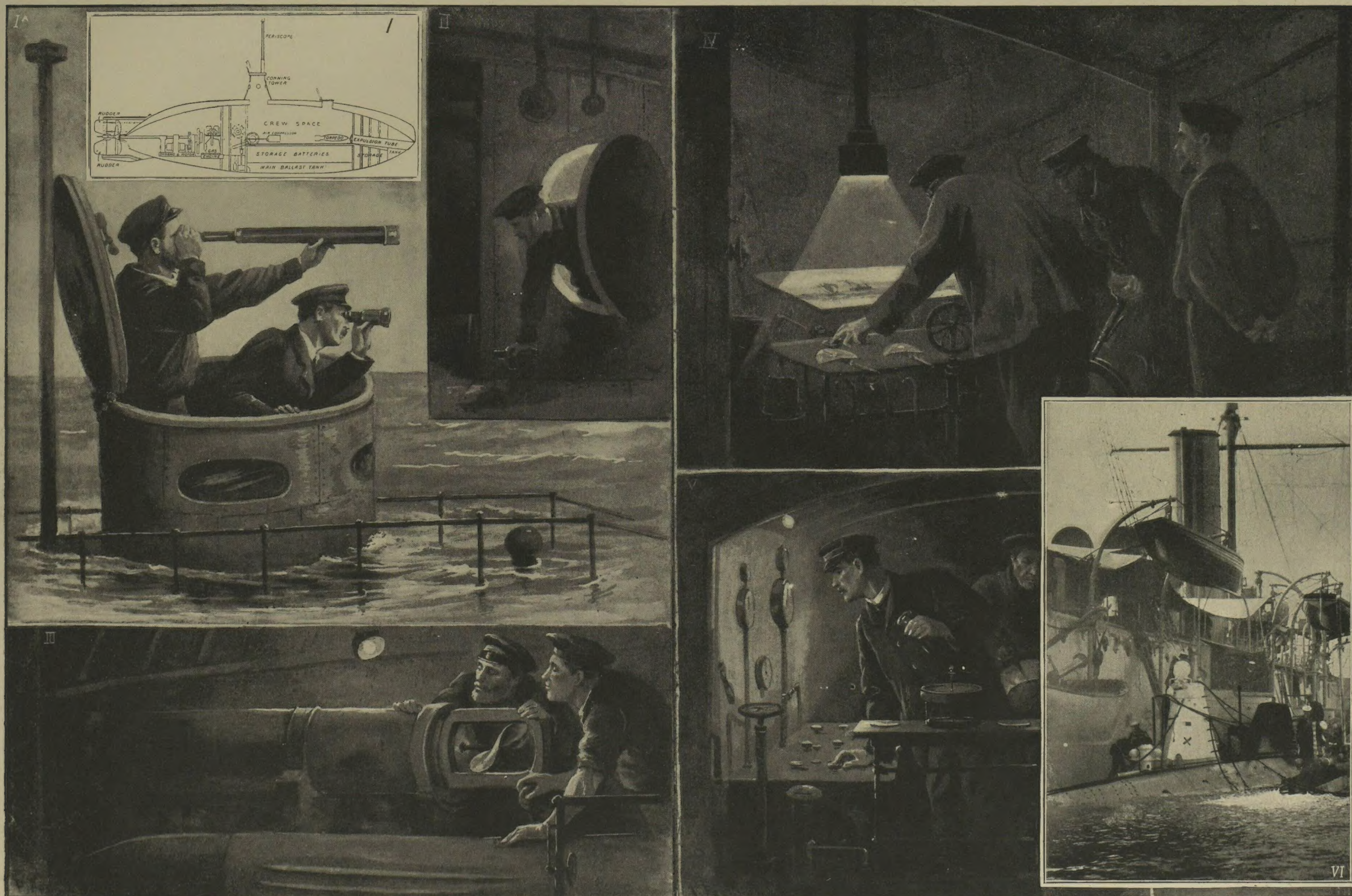
RECOGNITION OF SUCCESSFUL MINE-MANAGEMENT:  
A PRESENTATION CUP AND NECKLACE.

(See Article.)



# THE SUBMARINE DISASTER: INTERIOR ARRANGEMENTS OF THE UNDER-SEA-GOING CRAFT.

DRAWINGS MADE DURING A SUBMARINE CRUISE BY P. FRIZZENY; THE PLAN REPRODUCED BY PERMISSION OF THE "DAILY TELEGRAPH"; THE PHOTOGRAPH BY CRIBB.



1. APPROXIMATE PLAN OF SUBMARINE OF "A 1" TYPE.

1A. THE LOOK-OUT BOX USED WHILE RUNNING ON THE SURFACE.

2. THE COMPARTMENT AND TAP REGULATING THE WATER-BALLAST.

3. PREPARING TO LAUNCH A TORPEDO FROM A SUBMERGED SUBMARINE.

4. STEERING BY THE AID OF THE PERISCOPE WHILE SUBMERGED.

5. WATCHING THE MANOMETERS WHILE RUNNING SUBMERGED.

6. THE LOST "SUBMARINE A 1" MOORED  
BESIDE HER PARENT SHIP.

The submarine on which our Artist took a cruise below the Thames was driven by electricity, generated by a petrol or alcohol motor, the fumes from which made the atmosphere very disagreeable. The increasing air pressure, as the submarine descends, also causes great inconvenience. These boats are sunk and raised by the filling and emptying of water-compartments. The periscope, which throws an image of the scene above water upon a horizontal screen, enables the steersman to see his way, but its use is limited. The officer at the steering-table has entire control of the vessel, and can regulate the engine, discharge torpedoes, and raise and sink the submarine, by merely pressing an electric button. The plan on this page gives a general idea of the internal construction of boats of the type of the unfortunate "Submarine A 1," but exact details are a profound official secret.



# THE SUBMARINE DISASTER DURING THE TRIALS OF THE NEW FORM OF FIGHTING-SHIP.

DRAWN BY OUR SPECIAL ARTIST AT PORTSMOUTH.



HOPING AGAINST HOPE: THE SEARCH FOR THE LOST BOAT, "SUBMARINE A1," OFF THE NAB LIGHT-SHIP.

*The "Submarine A1" was run down by the "Berwick Castle" on March 18, and was not missed for several hours. All night, destroyers, gun-boats, and other craft pursued the quest, and searchlights and "Holmes lights" flashed everywhere over the water. By the time the vessel was discovered, all hope of saving her two officers and nine men had long been abandoned.*



THE SUBMARINE DISASTER DURING THE TRIALS OF THE NEW FORM OF FIGHTING - SHIP.

DRAWN BY F. T. JANE, OUR SPECIAL ARTIST AT PORTSMOUTH.



THE GRAVE OF A SUBMARINE: THE SCENE ON THE SPOT WHERE THE WRECK OF THE LOST "SUBMARINE A 1" WAS LOCATED.

*When the sun rose on the morning of March 19 it found the torpedo flotilla, the salvage steamers, and the divers actively pursuing preparations for raising the lost craft.*





## The Last Hope.

By HENRY SETON MERRIMAN.

Illustrated by A. FORESTIER.

### CHAPTER XXV.

#### SANS RANCUNE.

A large French fishing-lugger was drifting northward on the ebb tide, with its sails flapping idly against the spars. It had been a fine morning, and the captain, a man from Fécamp, where every boy that is born is born a sailor, had been fortunate in working his way in clear weather across the banks that lie northward of the Thames.

He had predicted all along in a voice rendered husky by much shouting in dirty weather that the fog-banks would be drifting in from the sea before nightfall. And now he had that mournful satisfaction which is the special privilege of the pessimistic. These fog-banks, the pest of the east coast, are the materials that form the light fleecy clouds which drift westward in sunny weather like a gauze veil across the face of the sky. They roll across the North Sea from their home in the marshes of Holland on the face of the waters, and the mariner groping his way with dripping eyelashes and a rosy face through them, can look up and see the blue sky through the rifts overhead. When the fog-bank touches land it rises, slowly lifted by the warm breath of the field.

On the coast-line it lies low; a mile inland it begins to break into rifts, so that any working his way down one of the tidal rivers sails in the counting of twenty seconds from sunshine into a pearly shadow. Five miles inland there is a transparent veil across the blue sky, slowly sweeping towards the west and rising all the while until those who dwell on the higher lands of Essex and Suffolk perceive nothing but a few fleecy clouds high in the heavens.

The lugger was hardly moving, for the tide had only turned half an hour ago.

"Provided," the captain had muttered within the folds of his woollen scarf, rolled round and round his neck until it looked like a dusky life-belt—"provided that they are ringing their bell on the *Shipwash*, we shall find our way out into the open. Always seasick, this traveller—always seasick."

And he turned with a kindly laugh to Loo Barebone, who was lying on a heap of old sails by the stern-rail, concealing as well as he could the pangs of a consuming hunger.

"One sees that you will never be a sailor," added the man from Fécamp with that rough humour which sailors use.

"Perhaps I do not want to be one," replied Barebone with a ready gaiety which had already made him several friends on this tarry vessel, although the voyage had lasted but four days.

"Listen!" interrupted the captain, holding up a mittened hand. "Listen! I hear a bell, or else it is my conscience."

Barebone had heard it for some time. It was the bell-buoy at the mouth of Harwich River. But he did not deem it necessary for one who was a prisoner on board and no sailor to interfere in the navigation of a vessel now making its way to the Farøe fisheries for the twentieth time.

"My conscience," he observed, "rings louder than that."

The captain took a turn round the tiller with a rope made fast to the rail for the purpose, and went to the side of the ship, lifting his nose towards the west.

"It is the land," he said. "I can smell it. But it is only the Blessed Virgin who knows where we are."

He turned and gave a gruff order to a man half hidden in the mist in the waist of the boat to try a heave of the lead.

The sound of the bell could be heard clearly enough now—the uncertain, hesitating clang of a bell-buoy rocked in the tideway, with its melancholy note of warning. Indeed, there are few sounds on sea or land more fraught with lonesomeness and fear. Behind it and beyond it a faint "tap-tap" was now audible. Barebone knew it to be the sound of a caulker's hammer in the Government repairing-yard on the south side. They were drifting past the mouth of the Harwich River.

The leadsman called out a depth which Loo could have told without the help of line or lead; for he had served a long apprenticeship on these coasts under a captain second to none in the North Sea.

He turned a little on his bed of sails under repair, at which the captain had been plying his needle while the weather remained clear, and glanced over his shoulder towards the ship's dinghy towing astern. The rope that held it was made fast round the rail a few feet away from him. The boat itself was clumsy, shaped like a walnut, of a preposterous strength and weight. It was fitted with a short stiff mast and a balance lugsail. It floated more lightly on the water than the bigger vessel, which was laden with coal and

provender and salt for the North Atlantic fishery and the painter hung loose, while the dinghy, tide-borne, sidled up to stern of its big companion like a kitten following its mother with the uncertain steps of infancy.

The face of the water was glassy and of a yellow green. Although the scud swept in towards the land at a fair speed, there was not enough wind to fill the sails. Moreover, the bounty of Holland seemed inexhaustible. There was more to come. This fog-bank lay on the water half-way across the North Sea, and the brief winter sun, having failed to disperse it, was now sinking to the west cold and pale.

"The water seems shallow," said Barebone to the captain. "What would you do if the ship went aground?"

"We should stay there, *mon bon Monsieur*, until someone came to help us at the flood tide. We should shout until they heard us."

"You might fire a gun," suggested Barebone.

"We have no gun on board, *mon bon Monsieur*," replied the captain, who had long ago declared to his prisoner that there was no ill-feeling.

"It is the fortune of war," he had explained before the white cliffs of Valéry had faded from sight. "I am a poor man who cannot afford to refuse a good offer. It is a Government job, as you no doubt know without my telling you. You would seem to have incurred the displeasure or the distrust of someone high placed in the Government. 'Treat him well,' they said to me; 'give him your best, and see that he comes to no harm unless he tries to escape. And be careful that he does not return to France before the mackerel-fishing begins.' And when we do return to Fécamp I have to lie to off Notre Dame de la Garde and signal to the Douane that I have you safe. They want you out of the way. You are a dangerous man, it seems. *Salut!*"

And the captain raised his glass to one so distinguished by Government. He laughed as he set the glass down on the little cabin table.

"No ill-feeling on either side," he added. "*C'est entendu.*"

He made a half-movement as if to shake hands across the table, and thought better of it, remembering perhaps that his own palm was not innocent of blood-money. For the rest they had been friendly enough on the voyage. And had the *Petite Jeanne* been in danger, it is probable that Barebone would have warned his jailer if only in obedience to a seaman's instinct against throwing away a good ship.

He had noted every detail, however, of the dinghy while she lay on the deck of the *Petite Jeanne*; how the runner fitted to the mast; whether the halliards were likely to run sweetly through the sheaves, or were knotted and would jamb. He knew the weight of the gaff and the great tan-soddened sail to a nicety. Some dark night, he had thought, on the Dogger, he would slip overboard and take his chance. He had never looked for thick weather at this time of year off the Banks, so near home, within a few hours' sail of the mouth of Farlingford River.

If a breeze would only come up from the south-east as it almost always does in these waters towards the evening of a still, fine day! Without lifting his head he scanned the weather, noting that the scud was blowing more northward now. It might only be what is known as a slant. On the other hand, it might prove to be a true breeze coming from the usual quarter. The "tap-tap" of the caulker's hammer on the slipway in Harwich River was silent now. There must be a breeze inshore that carried the sound away.

The topsail of the *Petite Jeanne* filled with a jerk, and the captain, standing at the tiller, looked up at it. The lower sails soon took their cue, and suddenly the slack sheets hummed taut in the breeze. The *Petite Jeanne* answered to it at once, and the waves gurgled and laughed beneath her counter as she moved through the water. She could sail quicker than her dinghy: Barebone knew that. But he also knew that he could handle an open boat as few even on the Côte-du-Nord knew how.

If the breeze came strong it would blow the fog-bank away, and Barebone had need of its covert. Though there must be many English boats within sight should the fog lift—indeed, the guard-ship in Harwich Harbour would be almost visible across the spit of land where Landguard Fort lies hidden—Barebone had no intention of asking help so compromising. He had but a queer story to tell to any in authority, and on the face of it he must perforce appear to have run away with the dinghy of the *Petite Jeanne*.

He desired to get ashore as unobtrusively as possible. For he was not going to stay in England. The die was cast now. Where Dormer Colville's persuasions had failed, where the memory of that journey through Royalist France had yet left him doubting, the incidents of the last few days had clinched the matter once for all. Barebone was going back to France.

He moved as if to stretch his limbs, and lay down once more with his shoulders against the rail and his



elbow covering the stanchion round which the dinghy's painter was made fast.

The proper place for the dinghy was on deck, should the breeze freshen. Barebone knew that as well as the French captain of the *Petite Jeanne*. For seamanship is like music—it is independent of language or race. There is only one right way and one wrong way at sea, all the world over. The dinghy was towing behind while the fog continued to be impenetrable. At any moment the captain might give the order to bring it inboard.

At any moment Barebone might have to make a dash for the boat.

He watched the captain, who continued to steer, in silence. To drift on the tide in a fog is a very different thing from sailing through it at ten miles an hour on a strong breeze, and the steersman had no thought to spare for anything but his sails. Two men were keeping the look-out in the bows. Another, the leadsman, was standing amidships, peering over the side into the mist.

Still Barebone waited. Captain Clubbe had taught him that most difficult art—to select with patience and a perfect judgment the right moment. The *Petite Jeanne* was rustling through the glassy water northward towards Farlingford.

At a word from the captain, the man who had been heaving the lead came aft to the ship's bell and struck ten quick strokes. He waited and repeated the warning. But no one answered. They were alone in these shallow channels. Fortunately the man faced forward, as sailors always do by instinct, turning his back upon the captain and Barebone.

The painter was cast off now, and under his elbow Barebone was slowly hauling in. The dinghy was heavy, and the *Petite Jeanne* was moving quickly through the water. Suddenly Barebone rose to his feet, hauled in hand over hand, and when the dinghy was near enough leapt across two yards of water to her gunwale.

The captain heard the thud of his feet on the thwart, and looking back over his shoulder, saw and understood in a flash of thought. But even then he did not understand that Loo was aught else but a landsman half recovered from sea-sickness. He understood it a minute later, however, when the brown sail ran up the mast, and, holding the tiller between his knees, Barebone hauled in the sheet hand over hand and steered a course out to sea.

He looked back over the foot of the sail and waved his hand.

"*Sans rancune*," he shouted. "*C'est entendu*." They were the captain's own words.

The *Petite Jeanne* was already round to the wind, and the captain was bellowing to his crew to trim the sails. It could scarcely be a chase, for the huge deep-sea fishing-boat could sail half as fast again as her own dinghy. The captain gave his instructions with all the quickness of his race, and the men were not slow to carry them out. The safe keeping of the prisoner had been made of personal advantage to each member of the crew.

The captain hailed Barebone with winged words which need not be set down here, and explained to him the impossibility of escape.

"How can you—a landsman," he shouted, "hope to get away from us? Come back, and it shall be as you say, '*sans rancune*.' Name of God!—I bear you no ill-will for making the attempt."

They were so close together that all on board the *Petite Jeanne* could see Barebone laugh and shake his head. He knew that there was no gun on board the fishing-boat. The lugger rushed on, sailing quicker, lying up closer to the wind. She was within twenty yards of the little boat now—would overhaul her in a minute.

But in an instant Barebone was round on the other tack, and the captain swore aloud; for he knew now that he was not dealing with a landsman. The *Petite Jeanne* spun round almost as quickly, but not quite. Every time

that Barebone put about, the *Petite Jeanne* must perforce do the same, and every time she lost a little in the manoeuvre. On a long tack or running before the wind the bigger boat was immeasurably superior. Barebone had but one chance—to make short tacks—and he knew it. The captain knew it also, and no landsman would have possessed the knowledge. He was trying to run the boat down now.

Barebone might succeed in getting far enough away to be lost in the fog. But in tacking so frequently he was liable to make a mistake. The bigger boat was not so likely to miss stays. He passed so close to her that he could read the figures cut on her stern-post indicating her draught of water.

There was another chance. The *Petite Jeanne* was drawing six feet; the dinghy could sail across a shoal covered by eighteen inches of water. But such a shoal would be clearly visible on the surface of the water.

Besides there was no shallow like that nearer than the Goodwins. Barebone pressed out seaward. He knew every channel and every bank between the Thames and Thorpeness. He kept on pressing out to sea by short tacks. All the while he was peeping over the gunwale



*Suddenly Barebone rose to his feet, and hauled in hand over hand.*

out of the corner of his eye. He was near, he must be near, a bank covered by five feet of water at low tide. A shoal of five feet is rarely visible on the surface.

Suddenly he rose from his seat on the gunwale and stood with the tiller in one hand and the sheet in the other, half turning back to look at the *Petite Jeanne* towering almost over him. And as he looked, her bluff black bows rose upward with an odd climbing movement like a horse stepping up a bank. With a rattle of ropes and blocks she stood still.

Barebone went about again and sailed past her.

"*Sans rancune*," he shouted. But no one heeded him; for they had other matters to attend to. And the dinghy sailed into the veil of the mist towards the land.

## CHAPTER XXVI.

### RETURNED EMPTY.

The breeze freshened, and, as was to be expected, blew the fog-bank away before sunset.

Sep Marvin had been an unwilling student all day. Like many of his cloth and generation, Parson Marvin pinned all his faith on education. "Give a boy a good education," he said a hundred times. "Make a gentleman of him, and you have done your duty by him."

"Make a gentleman of him, and the world will be glad to feed and clothe him," was the real thought in his

mind, as it was in the mind of nearly all his contemporaries. The wildest dreamer of those days never anticipated that in the passage of one brief generation social advancement should be for the shrewdly ignorant rather than for the scholar; that it would be better for a man that his mind be stored with knowledge of the world than the wisdom of the classics; that the successful grocer might find a kinder welcome in a palace than the scholar; that the manufacturer of kitchen utensils might feed with kings, and speak to them without aspirates between the courses.

Parson Marvin knew none of these things, however, nor suspected that the advance of Civilisation is not always progressive, but that she may take hands with Vulgarity and dance downhill as she does to-day. His one scheme of life for Sep was that he should be sent to the ancient school where field sports are cultivated to-day and English gentlemen turned upon the world more ignorant than any other gentlemen in the universe. Then, of course, Sep must go to that College with which his father's life had been so closely allied. And if it please God to call him to the Church, and the College should remember that it had

given his father a living, and do the same by him—for that reason and no other—then, of course, Sep would be a made man.

And the making of Sep had been in progress during the winter day that a fog-bank came in from the North Sea and clung tenaciously to the low, surfless coast. In the afternoon the sun broke through at last, wintry and pale. Sep, who by some instinct—the instinct, it is to be supposed, of young animals—knew that he was destined to be of a generation that should cultivate ignorance out of doors rather than learning by the fireside, threw aside his books and cried out that he could no longer breathe in his father's study.

So Parson Marvin went off alone to visit a distant parishioner—one who was dying by himself out on the marsh in a cottage cut off from all the world in a spring tide.

"Don't forget that it is high tide at five o'clock, and that there is no moon, and that the dykes will be full. You will never find your way across the marsh after dark," said Sep, the learned in tides and those practical affairs of nature which were as a closed book to the scholar.

Parson Marvin vaguely acknowledged the warning and went away, leaving Sep to accompany Miriam on her daily errand to the simple shops in Farlingford, which would awake to life and business now that the sea-fog was gone. For the men of Farlingford, like

nearly all seafarers, are timorous of bad weather on shore, and sit indoors during its passage, while they treat storm and rain with a calm contempt at sea.

"Sail a-coming up the river, master," River Andrew said to Sep, who was awaiting Miriam in the village street; and he walked on without further comment, spade on shoulder, towards the churchyard, where he spent a portion of his day without apparent effect.

So when Miriam had done her shopping, it was only natural that they should turn their footsteps towards the quay and the river-wall. Or was it fate? So often is the natural nothing but the inevitable in holiday garb.

"That is no Farlingford boat," said Sep, versed in riverside knowledge, so soon as he saw the balance-lug moving along the line of the river-wall half a mile below the village.

They stood watching. Few coasters were at sea in these months of wild weather, and there was nothing moving on the quay. The moss-grown slipway, where *The Last Hope* had been drawn up for repair, stood gaunt and empty, half submerged by the flowing tide. Many Farlingford men were engaged in the winter fisheries on the Dogger and farther north in Lowestoft boats. In winter, Farlingford, thrust out into the North Sea, surrounded by marsh, is forgotten by the world.

The solitary boat came round the corner into the wider sheet of water locally known as Quay Reach.

(To be continued.)



# A PLAY THAT RAN FOUR NIGHTS: "LOVE'S CARNIVAL," AT THE ST. JAMES'S.

SKETCHES BY RALPH CLEAVER.



\*SCENES AND CHARACTERS FROM MR. GEORGE ALEXANDER'S GERMAN MILITARY PLAY.

During the week that saw the thousandth performance of a popular piece at another house, the St. James's Theatre produced a play which was destined also to create something of a record. "Love's Carnival" (translated from the German drama "Rosenmontag" of Otto Erich Hartleben), first presented on March 17, was given for the last time on March 21.



# THE FAILURE OF A COTTON KING: THE NEW YORK COTTON EXCHANGE.

DRAWN BY T. DART WALKER.



A WILD DAY IN THE COTTON MARKET: EXCITEMENT ON THE EXCHANGE.

*The recent inflation of prices in cotton, owing to the operations of Mr. Daniel Sully, who is said to have cornered four million bales, led to a determined attack on the part of an opposing ring, the members of which, aided by large receipts of cotton from the Southern States, were able to force Mr. Sully into temporary bankruptcy. The millionaire is said, however, to be reorganising his campaign.*



## SINEWS OF WAR: STORES FOR THE JAPANESE ARMIES IN THE FIELD.

PHOTOGRAPHS BY PERCIVAL PHILLIPS, OUR SPECIAL CORRESPONDENT IN TOKIO.



THE LIGHT HAND-CART OF THE JAPANESE TRANSPORT: HURRYING FIELD STORES TO THE TROOP-TRAINS AT TOKIO, FEBRUARY 16.

*One of the marvels of the Japanese transport is its light hand-cart, which we have described at great length in a previous Number. It enables the baggage-train to proceed over ground where horses would be useless; and, where wheeled traffic is impracticable, the cart can be taken to pieces and carried by the coolie companies. These vehicles, already packed with war-stores, were shipped just as they were, and landed again in Korea ready to take the road at once.*



TO FIGHT THE MANCHURIAN CLIMATE: ISSUING BLANKETS AND COLD-WEATHER STORES TO RESERVISTS IN BARRACKS AT TOKIO, FEBRUARY 16.





Photo. Gunn and Co.

FIELD-MARSHAL HIS ROYAL HIGHNESS GEORGE WILLIAM FREDERICK CHARLES, DUKE OF CAMBRIDGE.

BORN AT HANOVER, MARCH 20, 1810; DIED IN LONDON, MARCH 17, 1904.

*The Duke's additional titles, orders, and offices were Earl of Tipperary and Baron Calloden, Duke of Brunswick-Lüneburg; Knight of the Garter, Knight of the Thistle, Knight of St. Patrick, Knight Grand Cross of the Bath, Knight Grand Commander of the Star of India, Knight Grand Cross of Hanover, Knight Grand Commander of the Indian Empire, Grand Master of St. Michael and St. George, Knight Grand Cross of the Royal Victorian Order, Grand Cordon of the Legion of Honour, Privy Councillor, Chief Personal Aide-de-Camp to the King, Hon. Colonel-in-Chief to the Forces, Colonel-in-Chief of the Royal Regiment of Artillery, the Corps of Royal Engineers, and of the Middlesex Regiment (Duke of Cambridge's Own), Colonel of the Grenadier Guards, and Colonel-in-Chief of the 17th Lancers and 60th Foot; Hon. Colonel 20th Regiment Bengal Native Cavalry, of Royal Malta Artillery, of 4th Battalion Suffolk Regiment, and Middlesex Rifle Volunteers; Ranger of St. James's, the Green, Hyde, and Richmond Parks; President of the Royal Military College, of the Royal Military Asylum, and of Christ's Hospital; Governor of King's College, London; was General Commanding in Chief of her Majesty's Armies 1850-87; Commander-in-Chief 1887-95.*



# HIS OCCUPATION GONE: THE DEPARTURE OF THE RUSSIAN MINISTER FROM JAPAN.

DRAWN BY S. BEGG FROM A SKETCH BY MELTON PRIOR, OUR SPECIAL ARTIST IN THE FAR EAST.



BARON VON ROSEN, FORMERLY THE CZAR'S REPRESENTATIVE AT TOKIO, LEAVING TOKIO ON THE OUTBREAK OF HOSTILITIES.  
*The Minister was escorted by Japanese police bearing lanterns. He was accompanied to Yokohama, and thence to Europe, by his wife and family and the Legation Staff.*





AN AMBULANCE ON SKI: A CURIOUS RUSSIAN METHOD OF CONVEYING THE WOUNDED ON A SLEDGE EXTEMPORISED FROM SNOW-SHOES.

DRAWN BY H. W. KORKKOR FROM A PHOTOGRAPH BY L. DE ST. EGOR.

*The Russians possess a medical corps trained to the use of ski, the long narrow runners of Scandinavia. For the conveyance of the wounded they form rough sledges of half-a-dozen ski lashed together, and covered lightly with straw or small twigs. These sledges are drawn by stout thongs fastened to the belts of two bearers. Each member of the corps is assisted in his progress over the snow by two slaves shod with metal, and guarded near the point with a metal disc to prevent the rod from sinking too deep.*



## SCIENCE JOTTINGS.

## RESEARCHES IN CORAL HISTORY.

No more interesting chapter of natural science was ever written than that which Darwin compiled concerning the history of coral reefs. It was in 1842 that the great naturalist gave to the world his reading of the story of the corals. Prior to that date, nobody had successfully ventured on the solution of a very complex puzzle connected with the erection of reefs. Briefly stated, this problem had reference to the depth at which coral could live and could build up "the imperishable masonry of the sea." Everybody had agreed then, as they agree now, that the reef-building corals cannot live in deep water. They demand light and they require oxygen in plenty, and these items of life are only to be had relatively near the surface. A depth of 150 ft. is given as the maximum limit of the corals. Below this only dead and gone corals are to be found. This is the stable preliminary fact which starts a long and an interesting controversy, to the elucidation or settlement of which certain very recent details must be regarded as having contributed in a highly remarkable fashion.

The question, "How, if coral cannot live below 150 ft. in the sea, are reefs which rise in oceans miles deep erected?" sums up the essence of the coral problem. It was to this question that Darwin framed the first philosophical reply. He took as the keynote of his theory—framed on facts observed by him during his voyages—the sinking of land. This last is, of course, a familiar and constant feature of our earth. Land rises and land sinks as part and parcel of the cosmical scheme. Large tracts have been submerged, just as rocks formed on the sea-bed have been elevated and added to the upper crust of the globe. Darwin, discarding the notion that submarine hills or elevations formed foundations for coral-building, led us to see that the polypes began their work on the shores of ordinary land. Here they made, at their own depth, a fringing reef. As long as this remained stationary no great change happened to the reef. It could not increase out of the water, and it could not increase downwards below the limit of coral depth.

Suppose, however, the land or island began to sink, then fresh bases would be presented for coral-growth. The lowest corals carried beyond their depth would die, the uppermost ones would continue to grow, this increase keeping pace with the slow subsidence of the reef. In due season a second kind of reef would be formed on the foundation of the first. This is the barrier-reef, which is separated from the land by a belt of water. It is because the coral grows fastest on the sea-face of the reef, while the inside corals die, that a channel is naturally formed between reef and land. Finally, said Darwin, suppose the land subsidence continues, and suppose that the original island completely disappears, then around the old land we shall have produced a great coral cup, the edge or rim of which appears at the surface of the ocean as the perfect coral reef or atoll, enclosing a sheet of water termed a lagoon. The size and shape of the coral ring will naturally depend on the size and shape of the original land.

A more recent theory maintains that atolls may be built up on volcanic formations rising from the sea-depths and brought up to the coral limit of life through the deposition on them of chalk animalcules and the like. The particular shape of the atoll, it is contended here, would be due to a kind of wasting process going on in the coral mass whereby, through chemical action, the central part would be eaten away, leaving the coral growth active at the edge. Such a mode of atoll-formation has been aptly compared to the formation of "fairy rings" in grass. In this second theory no need is experienced for land subsidence, so that it is a battle to the death, in a sense, which is waged between the opposing views.

Darwin often expressed the wish that someone would bore down into the rim of an atoll, and subject the bore to examination by way of ascertaining whether his views were correct or not. Evidently if such a boring were made, the question would be settled either by finding a tremendous thickness of coral built up as the original land sank, or by discovering a limited coral area, lying upon a volcanic or other foundation. Now, such a boring has been successfully accomplished at the atoll of Funafuti, one of the Ellice Islands, by an Australian expedition. After successive failures, there was reached in 1898 a depth of bore of 1114 feet into the rim of the atoll. Besides, borings were undertaken to a depth of 144 feet in the bed of the lagoon itself. The Royal Society has just published the results of the examination of the bores, which are to be seen in part in the British Museum, part having been returned to Australia for the study of science at the Antipodes.

It may be shortly said that the character of the borings goes to support Darwin's theory. They show down to a depth of at least 1100 feet no evidence whatever of any foundation being represented, such as the second theory of coral reefs demands. Unless corals can live in much deeper water than is admitted, it is clear they could only attain this thickness through the sinking of the land on which they first began to grow; and this sinking is stated to represent at least a depth of 900 feet. Sundry other marine organisms, chalk animalcules, lime-building seaweeds, and the like, assist the progress of the reef-building; but their share in the work is entirely subsidiary to that of the corals. Even if, as is probable, Funafuti originally was a submarine mass, it is clear its atoll could only have been formed by the subsidence of that mass; and if some other reefs seem to support the second theory, none the less is this recent work a brilliant demonstration of the correctness of Darwin's views.

ANDREW WILSON.

## CHESS.

To CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor.

H. M. PRIDEAUX (Bristol).—We have mislaid your two-mover, which was marked for insertion. May we trouble you to send another copy?  
H. A. SALWAY.—We shall avail ourselves of the first opportunity that presents itself to carry out your wishes. Your praise of No. 3121 is well deserved.  
CORRECT SOLUTION OF PROBLEM No. 3118 received from S. Venkataraman (Madras); of No. 3121 from A. G. Bagot (Dublin), G. C. B. Emile Frau (Lyons), and C. Field Junior (Athol, Mass.); of No. 3122 from E. E. Hiley (Wells), J. F. Moon, R. G. Woodward (Workop), Emile Frau (Lyons), F. Glanville, R. Millidge (Holloway), George Fisher (Belfast), D. B. R. (Oban), F. B. (Worthing), A. G. Bagot (Dublin), Charles H. Allen, A. J. Allen (Hamstead), Frank W. Atchinson (Lincoln), and T. W. W. (Bootham); of No. 3123 from M. Hobhouse, F. Ede (Canterbury), J. Holleman (Kampen, Holland), A. W. Roberts (Sandhurst), F. R. Pickering (Forest Hill), J. F. Moon, A. G. (Pancosova), C. Haviland (Primley Green), A. E. Cedervall (Cardiff), Valentin Oppermann (Marseilles), A. S. Brown (Paisley), A. Rettich (Upper Tooting), T. W. W. (Bootham), D. B. R. (Oban), George Fisher (Belfast), F. Glanville, W. H. Arnold (Gloucester), Captain J. A. Challice (Great Yarmouth), R. G. Woodward, and Emile Frau.

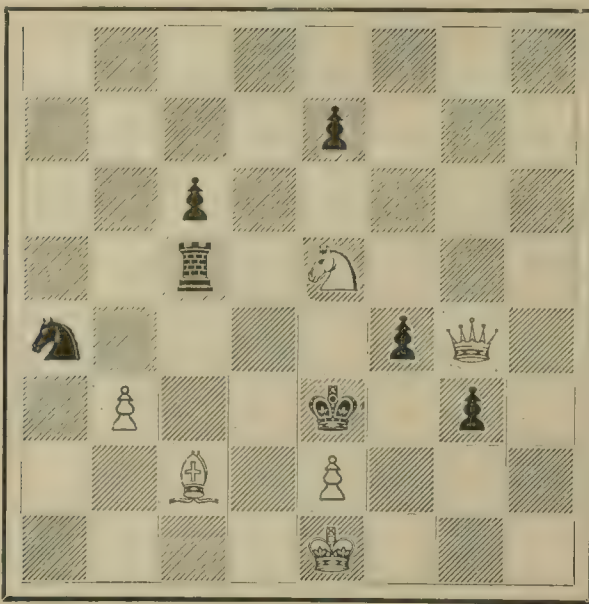
CORRECT SOLUTIONS OF PROBLEM No. 3124 received from J. W. (Campsie), Rev. A. Mays (Bedford), Martin F. Corporal T. Laxton (Tower of London), Herbert A. Salway, J. A. S. Hanbury (Birmingham), Emile Frau (Lyons), Shadforth, T. W. W. (Bootham), Fire Plug, H. J. Plumb (Sandhurst), L. Desanges, Reginald Gordon, Clement C. Danby, Sorrento, Albert Wolff (Putney), Thomas Charlton (Clapham Park), T. Roberts, Valentin Oppermann (Marseilles), Mark Dawson (Horsforth), J. Coad, Charles Burnett, J. D. Tucker (Ilkley), R. Worters (Canterbury), E. J. Winter-Wood, F. Henderson (Leeds), H. S. Brandreth (Lucerne), Laura Greaves (Shelton), G. Stillingfleet Johnson (Cobham), J. W. Cornforth (Muswell Hill), Hereward, Doryman, Mrs. Wilson (Plymouth), E. G. Rodway (Trowbridge), W. d'A. Barnard (Uppingham), A. W. Roberts (Sandhurst), P. Hind (Liverpool), F. R. Pickering (Forest Hill), George Fisher (Belfast), and G. Bakker (Rotterdam).

## SOLUTION OF PROBLEM No. 3123.—By IRVING CHAPIN.

WHITE. BLACK.  
1. Kt to R 6th. Any move  
2. Mates.

## PROBLEM No. 3126.—By F. HEALEY.

BLACK.



WHITE.

White to play, and mate in three moves.

## CHESS IN MONTE CARLO.

Game played in the Tournament between MESSRS. MARSHALL and SCHEVE. (Rice Gambit.)

WHITE (Mr. M.)	BLACK (Mr. S.)	WHITE (Mr. M.)	BLACK (Mr. S.)
1. P to K 4th	1. P to K 4th	18. Kt to Q 6th	18. P to K 4th
2. P to K 3rd	2. P takes P	19. Kt to Q 6th	19. P to B 5th
3. Kt to K 3rd	3. P to K 4th	20. Q to K sq	20. P takes P (ch)
4. P to K 4th	4. P to K 5th	21. Q takes P	21. Kt to Q 2nd
5. Kt to K 5th	5. Kt to K 3rd	22. B to K 5th	22. P to B 7th
6. B to B 4th	6. P to Q 4th	23. B to B 5th	
7. P takes P	7. B takes Kt		
8. Castles	8. Q to K 2nd		
9. R to K sq	9. P to B 6th		
10. P to B 3rd	10. Kt to K 5th		
11. P to Q 4th	11. B to R 7th (ch)		
12. R takes Kt	12. Q takes R		
13. K takes B	13. Castles		
14. P to K 3rd			
15. B to Q 3rd			

There are many ways of continuing, but the text move is seemingly the most effective.

15. Q takes P (Q 4)  
16. P to B 4th  
17. Kt to B 3rd  
18. Kt to K 4th

This Knight becomes a very powerful

Another game played in the same Tournament between :  
Messrs. SWIDERSKI and MIKSES.

(Rice Gambit.)

WHITE (Mr. S.)	BLACK (Mr. M.)	WHITE (Mr. S.)	BLACK (Mr. M.)
1. P to K 4th	1. P to K 4th	21. P to B 5th	21. P to K 4th
2. P to K 3rd	2. P takes P	22. B takes P (ch)	22. B takes P
3. Kt to K 3rd	3. P to K 4th	23. B to K 2nd	23. B to B 3rd
4. P to K 4th	4. P to K 5th	24. R to B 3rd	24. R takes B
5. Kt to K 5th	5. Kt to K 3rd		
6. B to B 4th	6. P to Q 4th		
7. P takes P	7. B to Q 3rd		
8. Castles	8. B takes Kt		
9. R to K sq	9. Q to K 2nd		
10. P to B 3rd	10. P to B 6th		
11. P to Q 4th	11. Kt to K 5th		
12. R takes Kt	12. B to R 7th (ch)		
13. K takes B	13. P to Kt 6th (ch)		
14. Kt to Kt sq			

The play at this point has been the subject of much analysis, and White follows the book closely. It is not, however, an enviable position in which the White King is presently found.

14. P to B 7th (ch)  
15. Kt to B sq  
16. Q to K 2nd  
17. B takes Q  
18. B to K 4th  
19. B takes B P  
20. Kt to Q 2nd  
21. P to B 4th  
22. B to K 5th  
23. Kt takes Kt  
24. R to B sq

The struggle has now taken a very interesting turn. White is strong in the centre of the board, but he has to watch to prevent the Black Rooks breaking through. It will be seen how this point is contested to the very last.

25. P to B 5th  
26. B takes P (ch)  
27. B to K 2nd  
28. R to B 3rd  
29. P takes R  
30. P to Kt 4th  
31. P to Kt 5th  
32. P to B 6th  
33. P to R 5th  
34. P to R 5th

Very properly getting rid of the cost of the exchange, of a piece that was likely to prove very dangerous, besides saving the important K Kt Pawn.

29. P takes R  
30. P to Kt 4th  
31. P to Kt 5th  
32. P to B 6th  
33. P to R 5th  
34. P to R 5th

The unimpeded advance of these Pawns on the Queen's wing turns the scale. Black makes a gallant but unavailing resistance.

34. K to Q 5th  
35. K to K 6th  
36. K to B 6th  
37. K to Q 7th  
38. K to B 6th  
39. K to K 6th  
40. K to Q 6th (ch)  
41. K takes B (ch)  
42. B to B 6th

White thus succeeds in keeping his unbroken line. If the Black Rook could get on a square commanding an open file would win; but the only one for this purpose is the King's sq., here, now commanded by the hostile Bishop. The game has been cleverly conducted on both sides.

42. R to K B sq  
43. P to Kt 6th  
Resigns.

## THE DUKE OF CAMBRIDGE.

The Duke of Cambridge died at Gloucester House, Piccadilly, on the morning of St. Patrick's Day—a date in which, as Earl of Tipperary, he took something of a native interest. He had reached the age of eighty-five; and the length of his tenure of office in command of the Army had, as it were, interwoven his name upon the banners of a hundred British victories. He had become a part of our history—an institution rather than a man. The English people love old favourites in all departments; and it is no exaggeration to say that the passing away of a figure so familiar of old at the Horse Guards, and so familiar to the end in the street and at all royal functions, on the Yorkshire moors, in Clubland, and (where you least expected to find it) at the private views of picture exhibitions—creates a regret to which the ordinary conventional terms of Press notices give faint expression. The Duke was a strong man, strong in physique, in determination, on occasion in language. He loved plain speech that was not always Quakerly, and he loathed diplomacy. Everybody trusted him—the Royal House, which he never compromised or embarrassed by a prejudice or a preference, still less by a quarrel or an indiscretion; the Army, which felt that he was high above all jobs and all personal rivalries; and the public, by whom he was readily recognised in his walks abroad—no light element in royal popularity, and one remaining in many signal cases strangely unattained. Anyone who saw the Duke, in later years, walking down Piccadilly, with broad shoulders slightly bowed, but with the determined tread of a trooper or a deer-stalker, must have been struck by the number of hats raised by pedestrians other than the members of the Service clubs. The old Duke was a public character, with the dual celebrity of soldier and civilian; and the public had a vested interest in him.

The son of Adolphus, first Duke of Cambridge, and Augusta, daughter of the Landgrave of Hesse-Cassel, he was grandson of George III., first cousin of Queen Victoria, and first cousin, once removed, of Edward VII. Prince George of Cambridge at the age of nine was given high military rank in the Hanoverian army; and in 1837, at the age of eighteen, he entered the British Army as a Colonel, and did his first duty at Gibraltar. Later, he was attached to the Lancers at Brighton, and then gazetted to the Light Dragoons, with whom he acted against home rioters of the early 'forties. A spell of service with the Staff in the Ionian Islands preceded his appointment, when he was twenty-seven, to the command of the Dublin District. That lasted for nearly six years; and, belonging to this period is the record of his succession to the Dukedom and his morganatic marriage with Miss Louisa Fairbrother, a lady whose beauty is a tradition of the stage, some of the colour prints of the day, now prized by collectors, bearing witness to it. This lady, who ruled at Cambridge House as Mrs. Fitz-George, and died in 1890, bore her husband three sons, two of whom became Colonels, and the third an Admiral. These family ties engaged the Duke's constant affections, and supported him in public and private.

In 1852 the Duke became Inspector-General of Cavalry; and in 1854 he took command of the Guards and Highland Brigades as Lieutenant-General in the Crimean force. The part taken by the Duke is well known; and one of the episodes yielded to Kinglake the most superfluous passage which even that erratic writer ever put into print. In 1856 the Duke succeeded Lord Hardinge in command of the British Army; he was then thirty-seven, and he held the post for thirty-nine years. The actual title of Commander-in-Chief was conferred on him in 1887, just a quarter of a century after he had been made a Field-Marshal. The circumstances under which he retired from the command and from the active list in 1895 are too familiar to need recapitulation. But it may be said that the gallant Duke, fortunate in his life, was not without fortune in the date of his death. He lived to see the title of Commander-in-Chief abolished; and he lived to see a royal Duke reinstated in that supreme control which, at an earlier date, it had been asserted by theorists that no person near to the throne could properly occupy. He lived to see his critics criticised. Every thrust in debate pointed against himself he saw sent home to the breasts that wore his old insignia of office. The Duke had no rancour. He was too much a man of the world not to know that perfection is easily dreamed about but rarely reached, and that the errors and miscalculations of men are due to an inveterate idealism rather than to any meaner motive. The Duke clung to office because he loved it, and because he did not believe that anybody knew the business as well as he. Right or wrong, the sentiment did him infinite credit. The reforms, which included his retirement, he lived to see reformed. Incapable of malice, he yet looked on—and smiled.

Outside the ranks of the Army the Duke had many interests. When the City of London gave him a sword of honour in 1857, he said in reply that he had simply done his duty. Duty was a word which had a larger place in his vocabulary than perhaps was usually assigned to it by the man in the street. Duty took him to charitable dinners, to meetings alike of the Patriotic Fund and of the Corporation of the Sons of the Clergy. His downright speeches in appeal for the London Hospital will be missed; and so will his annual presence at the Foundling Hospital, where, as President, he had a bluff, kind word for everybody. Christ's Hospital was the subject of his almost lifelong care. Though so English and so German—we see in him how nearly allied we and our cousins German are—he had a soft place in his heart for Paris. As a very young soldier on his way to the Crimea, he was there smiled upon by the Third Napoleon; and only last year—nearly half a century later—he stayed in Paris for a Sunday on his way from Cannes. It was not an easy climb for an old man to the Embassy pew; but there Sunday morning saw him in the chapel in the Rue d'Aguesseau.

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# THE RIVAL BLUES: THE OXFORD AND CAMBRIDGE BOAT-RACE, 1904.

T. G. Brocklebank (Bow).

A. H. Hales (3).

H. W. Jeff (4).

R. W. Summers-Smith (2).

J. D. Stobart (Spare Man).



P. Underhill (5).

A. K. Graham (Stroke).

E. C. Warner (Cox.).

E. P. Evans (7).

A. R. Balfour (6).

## THE OXFORD CREW.

*Photograph by Mayse.*

R. V. Powell (5).

S. M. Bruce (2).

B. C. Johnstone (3).



H. D. Gillies (7).

H. Sanger (Bow).

B. G. A. Scott (Cox.).

P. H. Thomas, President (6).

A. I. Laurence (4).

M. V. Smith (Stroke).

## THE CAMBRIDGE CREW.

*Photograph by Stearn.*



## LADIES' PAGES.

The Czaritsa inherits from her mother, Princess Alice, a hatred of war that has no doubt influenced the sadly unsuccessful efforts of the Czar to promote international disarmament and peace. In Princess Alice's letters are many graphic accounts of her sad experiences in war-time, when the hospital of her own town was full of wounded, and she saw fathers sitting by the dying beds of their only sons, wrote the last letters for young men to their mothers whom they were leaving alone in the world, and grieved over the sufferings of the brave men themselves. The Czaritsa will be spared the close contact her devoted mother had with the horrors of warfare, but the position of her adopted country will sadly try her sympathies. Two thousand ladies of the upper classes are engaged under her Imperial Majesty's direction in preparing clothing and comforts for the Russian soldiers. Many of these women had never hitherto done any useful work, and after a short time those who proved inefficient were politely told by a Lady-in-Waiting that the Empress thanked them for their good intentions, but desired them to work at home henceforth, to leave the space at the Palace for more accomplished needlewomen.

In Japan, too, the war has come to break into the great domestic festival of the year. March in Japan is "the girls' month." On its third day the Dolls' Festival begins; and it is agreed that during the time of its continuance the Japanese little girl is to be the object of special attention. Every Japanese family of any pretensions owns a brick-built storehouse, erected a little way from the wooden homestead, and in the substantial building's recesses are stored all the treasures of the family. Among these are included the best dolls of each successive generation of girls. These toys are made with all the delicacy and patient striving after perfection that have distinguished Japanese art in past times, and the beautifully finished little model figures, with their costumes exactly correct and the furniture appropriate to the station in life that the dolls are made to represent, are regarded as heirlooms. All the year, save during this one month, the tiny representatives of Emperor, Empress, and courtiers, of workpeople of various grades, of priests, ladies, and children, which constitute the doll-life of Japan, are stored away. Then comes March, the Festival month, and the dolls are solemnly unpacked, and set up to be admired in groups, surrounded with their furnishings, musical instruments, weapons of war, tools of trade, household goods, and all that they can need in their imaginary world; they are played with by the little women—"treasure-flowers" is the charming Japanese name for children—in a judicious and careful fashion; and at the end of March



A WALKING GOWN WITH FRILLED SLEEVES.

the collection is returned to its store-house. How must this annual enjoyment have been spoiled on the present occasion for the mothers and the little girls whose household chiefs are away in peril of health and life!

A gracious pride in her own achievements might well have been experienced by the Countess of Aberdeen as she rose to open the Irish Industries sale at Grosvenor House on St. Patrick's Day: for to her wise and benevolent initiative the existence of the Irish Industries Association is due. Lady Aberdeen looked very handsome in grey panne, with a blue silk-embroidered collar and a toque of green leaves and blue ribbon knots, as she explained that the various enterprises now united in the Association were originated by different ladies—some merely as village industries to tide over famine periods, others to help particular districts where great need existed. As usual, many leaders of Society associated with Ireland were among the sellers. The Duchess of Marlborough looked lovely in a silver-grey satin-mousseline, made with a flounce laid down all round in tiny gathers, and the skirt above that trimmed with three rows of mushroom-coloured chiffon ruchings. The bodice was arranged pelerine fashion, edged with the same ruche; and the wide hat was black trimmed all round with little curling white ostrich tips, just brightened by a few pink carnations put in here and there. Another charming figure was Lady Beauchamp, who was doing the honours of the house, and who wore a rose-pink velvet trained dress, with a lace collar embroidered with silk in shades of pink and green, and a short loose black satin coat that had enormous sleeves, and a deep hood lined with apple-green satin. Lady Londonderry was not present, but her daughter, Lady Helen Stavordale, represented her at the lace-stall, and wore a dark-green face-cloth with a lace yoke, fastened with gold cord loops and buttons. Lady Bective also wore green cloth, with a sac coat laid in big pleats separated by rows of jet trimming. Lady Marjorie Gordon, accompanying Lady Aberdeen, looked particularly well in claret-coloured cloth, with chiffon yoke, and hat of pleated red chiffon, relieved by some pale-tinted camellias at the bosom. Lady Carew, in a blue plaid grenadine blouse above a blue-serge skirt, was with her sister, Mrs. Clifford Cory, in pale-grey cloth, trimmed with blue and grey passementerie. Lady Henry Bentinck wore white cloth, with a felt hat, black outside and white under the brim; Lady Headfort was in white, with a gold tissue belt and a black hat; and Miss Gertrude Kingston had a charming toilette of brown face-cloth and chiffon frills.

Women's suffragists are, of course, very pleased that the resolution in favour of their enfranchisement, moved by Sir Charles McLaren, was carried in the House of Commons by the large majority of 182 against 63. This

## Modern English Art. . .

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When Shakspeare made Puck declare he would "put a girdle round about the earth in forty minutes" he clearly foreshadowed the electric telegraph, which speeds on its way like the lightning to which it is akin. With but a little stretch of the imagination he may also be said to have foreshadowed the fame of such a preparation as Odol, for its reputation, carried from mouth to mouth, which was the earliest form of telegraph, has spread over the whole world. Indeed, there is not a civilised country in which Odol is not known as the greatest preparation for the teeth and mouth in the world, while travellers are taking it into regions to which the term civilised will not be able to be applied for many a long year. The millions of bottles of Odol which are sold every year would indeed, if placed end to end, put many girdles "round about the earth," an irrefragable proof of the universality of its use, as it is of the favour with which it has been received. These two facts, indeed, speak louder than anything else of the excellence of the preparation, which can only be compared to itself, for it has no parallel. The reason for this is the obvious one that it does exactly what it claims to do—it makes the teeth white, bright, and clean, and this in the most delightful way possible, for the delicacy of its flavour is unsurpassed, and everyone likes it.



has not the same significance that there would have been in the Bill, that had secured a place for some days later, receiving a second reading. A resolution is a mere abstract endorsement of a principle, and advances nothing practically. Still, it was a good division.

Only a woman can realise the importance of good looks to women! Neither a consciousness of goodness nor intellectual success can quite compensate a woman for being positively ugly. Happily, few women who give reasonable care to their appearance can be charged with being actually disagreeable to behold. But the main point in this connection is to avoid a bad complexion. With that beauty, the features are of minor consequence; and conversely, the most handsome outline is repellent if the skin be blemished, and ineffective if it be even but thick and muddy-looking. Mrs. Pomeroy, the daughter of a well-known philanthropist, was moved largely by ideas of kindness to her sex when she investigated and brought to perfection her face and complexion treatment. It is now carried on under her supervision in a fine suite of rooms, luxuriously and tastefully furnished, at 29, Old Bond Street; and also at 35, Bold Street, Liverpool; 39, Grafton Street, Dublin; as well as at Cape Town and Johannesburg. If all these addresses are beyond the reach of the woman who would keep or obtain a good complexion, she need not despair. Mrs. Pomeroy has written an admirable treatise, which she entitles "Beauty Rules." This interesting booklet is now to be sent gratis and post free, in a sealed envelope, to any applicant from amongst my readers; and I advise you to write and ask for a copy by return of post. There you will learn about the "Mrs. Pomeroy Skin Food," which is guaranteed to contain no animal fat (that being apt to produce a superfluous growth of hair), and which feeds the tissues just under the skin and keeps off wrinkles; of the "tonic lotion," which prevents the skin from becoming flabby; of the cooling and protective "liquid powder," so beneficial to motor-ing women and all who meet the wind and the sun unflinchingly; of "Lilene," which whitens and softens the hands; and of various appliances for home treatment of the skin. All Mrs. Pomeroy's goods are made on her own premises, so that she can guarantee their composition and purity. If it is possible to attend personally at Bond Street and take a treatment or a course, it will be found to be a really delightful experience. The daintily done massage, the electricity, the spraying, and the finishing-off of the face, is altogether a most soothing, magnetic, and refreshing process, and it is no wonder that the ten saloons at Old Bond Street are filled continuously with women who come to have the marks of the wear and hurry of London life thus pleasantly and comfortingly smoothed away.

Would you see depicted all the fancies of the changing fashions, get the issue of the *Lady's Pictorial*



HARMONY IN GREY AND BROWN.

of March 19, for there you will see faithfully illustrated the actual new models on view in one and all of the leading London dress-houses. This is far more satisfactory than the so-called "original designs" of inferior papers. I can testify to the excellence of the drawings from my own knowledge of the oncoming styles. Well, the point which is most striking in the new spring designs is perhaps the enormous size of the sleeves. It is really out of all proportion and reason. As much stuff appears to be compressed into the forthcoming sleeves as is required for a rationally constructed entire blouse! The fullness is all below the elbow; the top of the sleeve is close-fitting to the arm, and is often, indeed, cut in one with the shoulder-piece to secure its setting compactly at the turn of the shoulder. The sleeve is very often quite short, so far as the material goes, and is brought to the wrist by a series of voluminous frills, which sometimes hang loose like flounces, sometimes are caught in at the wrist to a deep, tight cuff. For these frills embroidered muslin is often used, but lace is most desirable. This dainty material is in the highest favour. Supported on chiffon of the same shade as the lace itself, or black lace laid over white chiffon, with a silk or satin foundation, an ideal girlish loose bodice is produced for either afternoon or evening wear. Accordion pleating is applied to construct these chiffon frillings with excellent effect. The frills that finish sleeves are usually thus treated. There is a certain stiffness about accordion pleating when both ends are caught down; but when one end hangs loose, it is very graceful and charming. Those sleeve frills referred to above can be viewed in our Illustrations.

The light cloth walking-gown is finished with cord, passementerie, and ornaments. The other dress is a harmony in grey and brown; the material is voile, and brown glacé makes the decorative details. The lace veil thrown over the hat is, of course, most fashionable.

So many women are now amateur photographers that the instrument shown at a recent conversation of the Royal Society will interest many of my readers. This was the "Quta" photo. machine, a camera of the Positive Ferrottype class, lately put on the market. One of the chief features of this wonderful little contrivance is the rapidity with which it works, a picture being taken, developed, fixed, and framed in sixty seconds from the time the sitter takes position in front of the lens, all the operations being performed inside the machine itself. The general opinion was that for beach photographers, for garden-parties, bazaars, fairs, etc., the new camera offers unrivalled advantages. FILOMENA.

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11 0 by 9 10	...	6 7 6	13 11 by 10 11	...	8 16 0
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## ART NOTES.

Over five hundred water-colours are shown at the Royal Institute in Piccadilly, and a certain general average of efficiency has been achieved by the great mass of exhibitors. If mere "efficiency" so much desired in other departments of life sufficed in art, all might be well. But the eye that comes to the Royal Institute with a standard of its own, and does not allow the exhibition to establish a local one, will not find amidst floods of coloured waters any rest for itself. Where much is accomplished, very little is complete. Mr. Walter Langley's qualities are well known. He can paint a wall that is really massive, and that takes the lights according to nature. His walls are seaside walls; the smell of the brine is on them. The greys of Cornish skies are his familiars; and he is altogether at home with the harbour wall, the jetty, the roadway, and the weedy rocks in the drawing that takes its title from "The Fisherman's Daughter." Different in quality, more alert, more mundane, and more hasty is the handiwork of Mr. Dudley Hardy, whose "In Time of War" and "Afternoon, Tangier," are full of breezes and activities and lazinesses

they are cosmopolitan where Mr. Langley has the tendency towards, if not dullness, at any rate monotony.

Mr. John Hassall has tried his hand with more success at a delineation of "The Pied Piper of Hamelin"—a theme which Souvestre in prose and Browning in verse have done with so much impressionary minuteness

and vivacity that Art has hardly a touch to add to the picture which Literature has given to our vision. Mr. Gotch, in his "Amber and Black" and in his "Romance," presents us with fresh specimens of his fidelity as a modeller, and his fine feeling in design, in colour, in sentiment. He has deserted Newlyn, and has doffed his contemporary robes;

in the East: St. Madeleine, Troyes," and "The Duomo of the Iron Crown, Monza": for the poetry of these pieces, see the titles. Admirers of Mr. F. F. Footet will find his pictures "The Unfolding Year" and "St. Paul's and Waterloo Bridge" as satisfactory and pleasing as work can be which is mannered rather than conceived in the great manner.

W. M.

Captain Wemyss,  
Commander of College.

Princess. Prince. Admiral Fisher. Lady Eva Dugdale.

ROYAL INTEREST IN NAVAL EDUCATION: THE PRINCE AND PRINCESS OF WALES  
AT THE ROYAL NAVAL COLLEGE, OSBORNE, MARCH 15.

PHOTOGRAPH BY KIRK.

the recent centuries have been expunged from his calendar. But his revivals are so full of conscience and sympathy that we can hardly grudge the loss of him to that art of actuality in which we knew him of old—the fellow of Forbes and of Bramley. Mr. St. George Hare's "Hostages" shows a man and a woman in bondage, with a little child beside them. The strange drapery by which they are made captive is thoroughly unconvincing; unconvincing, too, are the attitudes of the captives, who seem only to need one wriggle to be freed. A studio picture should choose its motive otherwise—the energy necessary to this situation is altogether absent. Mr. F. Spence-Spenlove, whose impressive funeral picture at the last Academy exhibition will be remembered, and who has had recognition in Paris, sends here a fine landscape effect, "Twilight Pastures."

At the Society of British Artists, which holds at the Suffolk Street Galleries its one hundred and twenty-first exhibition, the President, Sir Wyke Bayliss, has some of his architectural drawings, careful rather than charming. "Light in the West—Winchester Cathedral," "The Star

# Horlick's Malted Milk

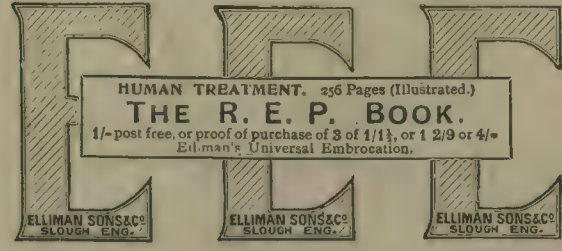
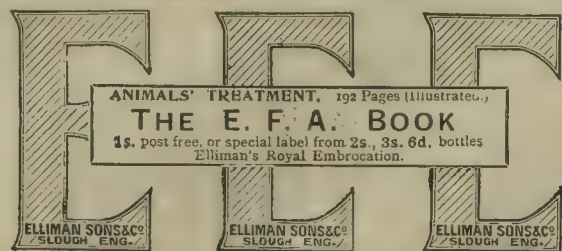
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Those who have not yet tried it can secure a — FREE SAMPLE, postage paid, — by writing to  
**HORLICK'S FOOD COMPANY,**  
34, Farringdon Road, London, E.C.





The PURITY of *Sunlight Soap* curtails the washing.

The PURITY of *Sunlight Soap* saves your Health  
and Strength.

The PURITY of *Sunlight Soap* makes the linen sweet,  
pure and white.

The PURITY of *Sunlight Soap* dispenses with rubbing  
and scrubbing.

The PURITY of  
*Sunlight Soap*

costs you  
nothing; — It is  
no dearer than  
common soap.

The PURITY of  
*Sunlight Soap*

is guaranteed,  
and we offer  
£1,000 reward  
for any  
adulterant found  
in its  
composition.

It curtails the  
washing.



*Curtails the Washing.*

LEVER BROTHERS, LIMITED, PORT SUNLIGHT, ENGLAND.  
The name Lever on soap is a guarantee of purity and excellence.



## ARRANGEMENTS FOR THE EASTER HOLIDAYS.

The South-Eastern and Chatham Railway Company will issue special excursion tickets to Paris, via Folkestone and Boulogne, and via Dover and Calais. On Good Friday, Easter Sunday, and Easter Monday, special day excursions will be run to Boulogne and Calais. Cheap tickets will also be issued to Brussels, Amsterdam, the Hague, and other Dutch towns, and Ostend. The home arrangements include excursions to Tunbridge Wells, St. Leonards, Hastings, Bexhill, Canterbury, Whitstable, Herne Bay, Birchington, Westgate, Margate, Broadstairs, Ramsgate, Sandwich, Deal, Walmer, Dover, Folkestone, Shorncliffe, Hythe, Sandgate, and New Romney.

The London and South-Western Railway Company announces fourteen-day excursions from London (Waterloo), etc., to Paris on March 30, 31, April 1 and 2. Fares: first class, 39s. 3d.; second class, 30s. 3d.; third class, 26s. For the convenience of passengers from the Midlands and North of England, through bookings to Paris have been arranged from the principal Northern companies. Fast excursion trains will be run from London and certain suburban stations to the principal health and holiday resorts on the coasts of Hants, Dorset, Somerset, North and South Devon, North Cornwall, the Isle of Wight. Full particulars are given in programmes, obtainable at the company's London offices and stations, or from Mr. Henry Holmes, superintendent of the line, Waterloo Station, S.E.

The Brighton Railway Company announces that a special fourteen-day excursion through the charming scenery of Normandy and the Valley of the Seine, via the Newhaven-Dieppe Royal Mail route, will be run from London by the special express day service on Thursday morning, March 31, and by the express night service on Wednesday, Thursday, Friday, and Saturday evenings, March 30 to April 2, to Dieppe, Rouen, and Paris. Special cheap return tickets to Dieppe will be issued on Thursday, Friday, Saturday, Sunday, and Monday, March 31 to April 4, available for return on any day up to and including the following Tuesday.

The Great Eastern Railway Company bills many excursions. Cheap trains will be run to the principal stations in the

Eastern Counties, Lincolnshire, Yorkshire, Lancashire, North-Eastern District, etc.; and cheap day trips to the seaside, Cambridge, Ely, Broxbourne, Rye House, Epping Forest, Chingford, and Loughton.

For visiting Holland and Germany during the Easter holidays, the Great Eastern Railway Company's Hook of Holland Royal British Mail route offers exceptional facilities. Passengers leaving

trains to Cologne, Bâle, and Berlin, reaching Cologne at noon, Bâle and Berlin in the evening. Special cheap tickets have been arranged by the Harwich-Antwerp route for passengers wishing to visit Brussels for the field of Waterloo.

The London and North-Western Company announces that the ticket offices at Euston, Broad Street, Kensington, Victoria (Pimlico), and Willesden Junction will be open throughout the day, from Monday, March 28, to Easter Monday, April 4, inclusive, so that passengers wishing to obtain tickets can do so at any time of the day before the starting of the trains. Additional express trains will be run, and special arrangements made, in connection with the London and North-Western passenger trains for the holidays. The company will also run cheap excursions to various parts of Ireland; to Blackburn, Blackpool, Bolton, Carnforth, Chorley, the English Lake District, Fleetwood, Furness Line stations, Lancaster, Lytham, Morecambe, Penrith, Preston, St. Helens, Southport, Whitehaven, Wigan, Workington, etc.; to many towns in Wales and Scotland.

The Great Western Railway Company issues ordinary as well as excursion tickets at their City and West-End offices, where tickets can be obtained during the whole week preceding Easter. Tickets can also be obtained at Clapham Junction (L. B. and S. C. side), Battersea, Chelsea, West Brompton, Kensington (Addison Road), Uxbridge Road, Hammersmith, Shepherd's Bush, Latimer Road, Notting Hill, Westbourne Park, Acton, Ealing, and other suburban stations. Pamphlets containing full particulars of the Easter excursions, riverside and week-end bookings, will be forwarded by the company's divisional officers, station-masters, or town office agents on receipt of a postcard stating the information required.

The Midland Company announces that it has arranged for excursions from London (St. Pancras) for the Easter holidays to the North and Scotland, to all parts of Ireland, to the Provinces, and to Southend and Westcliff-on-Sea. Cheap week-end tickets will be issued on Thursday, Friday, and Saturday, March 31, April 1 and 2, to all the principal holiday and health resorts in England and Scotland, and will be available for returning any day up to and including the following Tuesday, April 5, except day of issue. Tickets (which can be dated in advance to suit the



A NEW LINER FOR THE CAPE SERVICE: THE "DURHAM CASTLE."

The new Union-Castle liner, "Durham Castle," left Southampton on her maiden voyage to South Africa on March 19. It is hardly necessary to say that she is as sumptuously fitted as the other vessels of the famous line to which she belongs. Nervous travellers will learn with satisfaction that a cellular double bottom is fitted the full length of the ship, while the holds are subdivided into separate compartments by watertight bulkheads, a double collision-bulkhead being fitted forward, and the vessel thus rendered as safe from mishap in every quarter as human foresight can make it.

London in the evening and the Northern and Midland Counties in the afternoon arrive at the chief Dutch cities the following morning. From the Hook of Holland through carriages and restaurant-cars run in the North and South German express

all the principal holiday and health resorts in England and Scotland, and will be available for returning any day up to and including the following Tuesday, April 5, except day of issue. Tickets (which can be dated in advance to suit the

## DRINK NOURISHMENT PLASMON COCOA.

The LANCET says:—

"The nutritive value of Cocoa itself is small. The addition of Plasmon to Cocoa raises the nourishing value of Cocoa to a high and trustworthy degree."

Plasmon Cocoa contains all the constituents able to support life.

The BRITISH ANALYTICAL CONTROL certifies:—

"Plasmon Cocoa is a highly nutritive food. The combination of Plasmon with Cocoa gives a product rich in the food material in which Cocoa itself is deficient."

Plasmon Cocoa constitutes a true food.

One Cup of Plasmon Cocoa  
contains more nourishment than 10  
Cups of any other Cocoa whatsoever.

## PLASMON COCOA.

In Tins, 9d., 1/4 and 2/6, at all Chemists, Grocers and Stores.  
International Plasmon, Limited, 66a, Farringdon Street, London, E.C.

## The Allenburys' Foods

A Pamphlet on Infant Feeding  
and Management (48 pages) Free.



MOTHER AND CHILD. Baby, 6 1/2 months of age. Fed from birth on the "Allenburys' Foods."

Some of the special advantages possessed by

## The Allenburys' Foods.

The Milk Foods closely approximate in composition to human Milk, the natural and therefore best nourishment for the young infant.

They are as easy of digestion as maternal milk, and provide a perfect diet for the formation of firm flesh, and strong bones.

The Milk Foods are absolutely free from any noxious germs, and hence are far superior to cow's milk as obtained in towns, especially in the summer time.

No diarrhoea, digestive or stomach troubles need be feared from the use of the "ALLENBURYS' Foods."

For the robust and delicate they are alike suitable, and children thrive upon them as on no other diet.

The "ALLENBURYS' Foods are so graduated as to provide the maximum amount of nourishment that the child is able to digest at the periods of life for which the foods are respectively recommended.

Milk Food No. 1.

From birth to 3 months.

Milk Food No. 2

From 3 to 6 months.

Malted Food No. 3.

From 6 months upwards.

ALLEN & HANBURYS Ltd., PLOUGH COURT, LOMBARD STREET, LONDON.

# ARABELLA

NATURAL MINERAL WATER.

FOR GOUT, LIVER TROUBLES, CONSTIPATION, INDIGESTION, AND CORPULENCY.

DOSE: Half-tumblerful, with equal quantity of hot water, before going to bed, will produce sound and refreshing sleep, and relieve the system. In chronic cases the dose may be repeated on rising in the morning.

Arabella Water is the only Natural Mineral Water of its kind which may be taken with advantage at night, before going to bed. It soothes the nerves, is productive of sound and refreshing sleep, neutralising all waste products during a night's rest, and leaves the Digestive Organs ready to perform their functions without hindrance the next day.

The Lancet: "The curious point about this water is, that in spite of its wealth of Saline, it is not bitter to the taste."  
British Med. Assn.: "A Natural Mineral Water of exceptional therapeutic value in all cases of Liver and Kidney Complaints."

Of Chemists and Stores, 1/- per bottle; and BOOTH'S CASH CHEMISTS (Branches everywhere).



# BOVRIL

"I had it,  
Mother."



Reco

S.H.B.

A spoonful of  
**BOVRIL** doubles  
the quality of gravy,  
and makes it much  
more delicious.

"Tell the Cook."

## WILLIAMS' SHAVING STICK



### EASE AND COMFORT

We all like a good share of both. The greatest ease and comfort and luxury in shaving are only obtainable by using Williams' Shaving Stick. No cup, just the shaving stick and brush. One stick affords 300 shaves.

*Sold by Chemists, Hairdressers and Perfumers, all over the world, or mailed to any address on receipt of price in stamps.*

Williams' Shaving Sticks, 1s. Williams' Luxury Tablets, 1s. Williams' American Shaving Tablets, 6d.  
(Trial Size) of Williams' Shaving Stick, 4d. Trial Tablet Williams' Shaving Soap for 1d. stamp  
by addressing  
THE J. B. WILLIAMS CO., 65 Gt. Russell St., LONDON, W. C.; 161 Clarence St., SYDNEY.  
Main Office and Factories, GLASTONBURY, CONN., U. S. A.

## BENNETT'S

WORLD-FAMED WATCHES  
ARE GUARANTEED.

"Standard"

£25

ENGLISH  
THROUGHOUT.

£25

ENGLISH  
THROUGHOUT.



IN  
SILVER,  
£15

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THE BEST VALUE FOR

**£25** NET CASH.

Sir John Bennett's Standard 1-plate ENGLISH Keyless Half-Chronometer. Jewelled throughout in Rubies. Bréguet Hair Spring for Close Adjustment and to prevent variation in the pocket. Accurately timed for all Climates. Specially constructed for Hunting and Rough Wear. In Massive 18-carat Gold Case, with Monogram or Crest Richly Emblazoned. In Crystal Glass, Hunting or Half-Hunting Cases.

WATCHES, CLOCKS, JEWELLERY, & ELECTRO-PLATE  
SUPPLIED ON THE  
**GRADUAL PAYMENT SYSTEM**  
BY MONTHLY INSTALMENTS.

Full Particulars and Illustrated Catalogue post free.

**Sir JOHN BENNETT, LTD.,**  
65, CHEAPSIDE, LONDON, E.C.

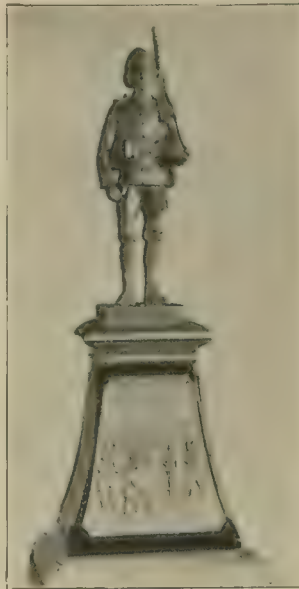


convenience of passengers) can be obtained at any Midland station or booking office, or from any office of Thos. Cook and Son.

The Great Northern Railway Company announces numerous excursions for the holidays. Cheap trains will be run to Scotland and to the principal stations in the Norfolk, Lincolnshire, Nottinghamshire, Derbyshire, Staffordshire, Lancashire, Yorkshire, and North-Eastern Districts. The cheap week-end tickets usually issued each Friday and Saturday will be issued on Thursday, Good Friday (if train service admits), and Saturday, March 31, April 1 and 2, available for return on any day up to and including Tuesday, April 5 (except date of issue). To prevent inconvenience from crowding at the company's principal terminal station, King's Cross, tickets, dated in advance, will be issued at King's Cross (G.N.R.), Victoria (S.E. and C.), Ludgate Hill, Aldersgate, Farringdon, and suburban stations, and at the various ticket offices.

The Great Central Railway Company is offering ample and admirable facilities to those desirous of spending Easter at places reached by its picturesque route. Excursions are announced from London (Marylebone), Woolwich, Greenwich, and Metropolitan stations to all the principal towns and holiday resorts in the Midlands, North of England, North-East and North-West Coasts, Douglas (Isle of Man), Scotland, and Ireland. The information has been concisely tabulated in the form of an A.B.C. programme, which can be obtained free at any of the company's town offices and agencies.

To those who can spare a fortnight for a holiday at Easter, the announcement of the dispatch of the well-known Australian liner *Ormuiz*, 6387 tons' register, on a special fifteen-day Easter pleasure cruise to Spain and Morocco will come as an agreeable change in the usual season's programme. How this can be accomplished in so short a time, and at a cost of a guinea a day, or upwards, is set forth in the booklet "To the South of Spain and Morocco in Fifteen Days for Fifteen Guineas," issued by the Orient-Pacific Line, Fenchurch Avenue, London, E.C., from whom full particulars can be obtained.



A MESS TROPHY.

## A MESS TROPHY.

The trophy illustrated above is for the Sergeants' Mess, 2nd Battalion Norfolk Regiment, in commemoration of the Boer War. This example of English silverwork consists of a finely modelled statuette of a sergeant in South African kit. One of the panels of the pedestal represents "the Surrender of General Cronje to Lord Roberts at Paardeberg." The decoration at the base consists of a band of laurel and acanthus leaves. The design was carried out entirely by the Goldsmiths and Silversmiths Company, at 112, Regent Street, W.

Lord Howard de Walden sends us an appeal on behalf of the Royal Normal College and Academy of Music for the Blind. There is a mortgage of £15,000 on the institution; and owing to the recent falling off in subscriptions and donations, financial aid is urgently required. The College and Academy exist for the training of blind children of all creeds and of any rank, and its efforts since its establishment in 1872 have been most successful. Subscriptions will be gladly received by the hon. secretary of the College, Mr. Frederick C. Van Duzer, 114, Southampton Row, London, W.C.

The fountain-pen without any accompanying paraphernalia for filling is a decided novelty, and this advantage is secured by the Conklin pen. The instrument is filled by an ingenious contrivance in the body of the pen itself, and the handiness and cleanliness of the invention are undeniable.

At the Duke of York's Theatre, in "His Excellency the Governor," there is only one scene, the vestibule of the Government House in the Amandaland Islands; but it is a charming object-lesson in what can be achieved with coloured wicker furniture, Moorish lamps, the rich hues of Oriental divans and rugs and luxurious cushions; and Messrs. Oetzmann, of Hampstead Road, W., have done wonders with quite modest material.

## LUCE'S Eau de Cologne

MAX O'RELL declares that Jersey, with its equable climate, blue skies, rugged cliffs, fresh green meadows, brilliant flowers and delicious scents, is the paradise of the world.



CORBIERE LIGHTHOUSE, JERSEY.

1/-, 2/-, 2/6, 3/-, 5/- and upwards per bottle. Also supplied in handsome cases for Wedding, Birthday, &c., Presents.

LUCE'S EAU DE COLOGNE DEPOT, 12, Little Britain, LONDON, E.C. SOUTHAMPTON and JERSEY.

LUCE'S Eau de Cologne.

Numerous Gold Medals and Highest Awards.

## Cailler's

GENUINE SWISS

### MILK CHOCOLATE.

(As supplied to Her Majesty the Queen.)

The kind that once tried makes all other Milk Chocolates seem common. The kind that is most appreciated as a present.

Sold by all Confectioners in 1d., 3d., 6d., and 1/- cakes, and in 6d. and 1/- boxes of Croquettes. Sole Agents: ELIAS & Co., 20, Sir Thomas Street, Liverpool, and 15, King Street, Cheapside, E.C.

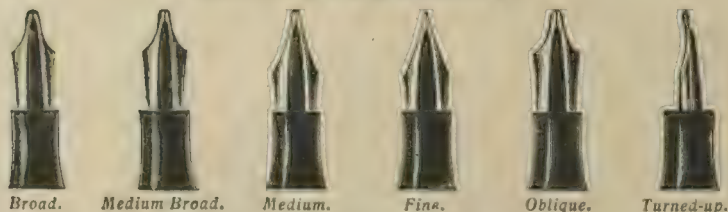
THE BEST OF ALL SWISS MILK CHOCOLATES.



"HOW HAPPY COULD I BE WITH EITHER!"

## "SWAN" FOUNTAIN PENS

SUIT EVERYBODY.



Broad. Medium Broad. Medium. Fins. Oblique. Turned-up.

ALL KINDS TO MATCH ANY STEEL PEN.

Fully Illustrated Catalogue (post free) on application; will interest every reader.

Prices range from 10/6, 14/6, 16/6, 21/-, 25/- to £20, postage free.

ALSO SOLD BY STATIONERS.

MABIE, TODD & BARD,  
— 93, Cheapside, E.C. —

95a, Regent Street, LONDON.  
3, Exchange Street, MANCHESTER.  
BRENTANO'S, 37, Ave de l'Opera, PARIS.

## BENSON'S GEM RINGS.

10,000

At Makers' Cash Prices,  
Saving Buyers One-Third.

If desired can 'The Times' System of

MONTHLY  
PAYMENTS

of £1

AT SAME CASH PRICES.

GOODS SENT at our risk to all parts of the World.

J. W. BENSON, Ltd.

Steam Factory: 62 & 64, LUDGATE HILL, E.C.; & 25, OLD BOND ST., W.

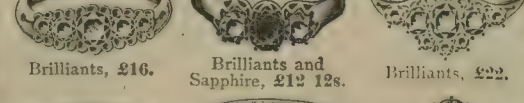
Set with Brillants, Rubies, Sapphires, Pearls, Emeralds, Opals, &c. &c.



Brilliants, Rubies, or Sapphires, £2 15s.

Rubies or Sapphires and Brilliants, £6 6s.

Brilliants, £12.



Brilliants, £16.

Brilliants and Sapphire, £12 12s.

Brilliants, £22.



Pearls and Brilliants, £25.

Emeralds and Brilliants, £25.

Brilliants, £38.

Illustrated Catalogue, 34r, of Rings, Watches, Chains, Bags, &c., post free.

## PREVENTION IS BETTER THAN CURE!!!

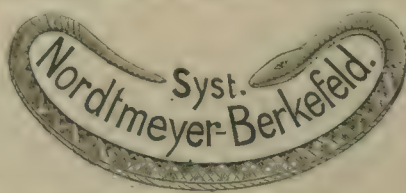
Why run the risk of TYPHOID FEVER, when, for 30/-, you can have a THOROUGHLY EFFICIENT FILTER which can be easily fitted to your house supply pipe?

DO NOT BE MISLED BY FILTERS ADVERTISED OF A SIMILAR APPEARANCE, BUT INSIST UPON HAVING THE

## "BERKEFELD" FILTER

(PATENT.)

Which bears the following Trade Mark on every genuine "BERKEFELD" filtering cylinder.



THE BERKEFELD FILTER CO., Ltd.,  
121, OXFORD STREET, LONDON, W.

Sold Everywhere

4711 IS THE BEST GENUINE EAU DE COLOGNE

Don't forget the blue label with gilt lettering.

MULHENS' '4711' DEPÔT, 62 NEW BOND ST. LONDON.



The most elegant Toilet Preparation for the Hair in the World.

**LARGEST SALES.**

**HIGHEST HONOURS.**

*Under the Royal Patronage of*

H.M. THE QUEEN OF GREECE.  
H.R.H. THE DUCHESS OF SPARTA.  
H.R.H. PRINCESS HOHENLOHE.  
H.I.H. THE GRAND DUCHESS GEORGE  
OF RUSSIA.

H.R.H. THE DUKE OF SPARTA.  
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MECKLENBURG-SCHWERIN.

# EDWARDS' "HARLENE" FOR THE HAIR

The Great Hair Producer and Restorer.

THE FINEST DRESSING. SPECIALLY PREPARED and DELICATELY PERFUMED. A LUXURY and a  
NECESSITY to EVERY MODERN TOILET.



"HARLENE" Produces  
Luxuriant Hair. Prevents  
it Falling Off and Turning  
Grey. Unequalled for Pro-  
moting the Growth of the  
Beard and Moustache. The  
World-Renowned Remedy  
for Baldness. For Preserv-  
ing, Strengthening, and  
Rendering the Hair Beauti-  
fully Soft; for Removing  
Scurf, Dandruff, &c.; also  
for Restoring Grey Hair to  
its Original Colour.

## MISS JULIA NEILSON

writes: "I am at  
present trying your  
'Harlene' for my  
hair, and I find it  
one of the best hair  
tonics and restorers  
I have ever used;  
and I have tried  
many."

## COLONEL HENRY MAPLESON

writes: "Four months ago I was almost  
completely bald, when a friend of mine  
induced me to try your great Hair-Restorer.  
The result has been simply marvellous, for  
to-day I am the possessor of a fine head of  
hair, thanks to your remarkable remedy."

1/-, 2/6, and (3 times 2/6 size) 4/6 per Bottle, from  
Chemists and Stores all over the World, or sent  
direct on receipt of Postal Orders.

## A FREE SAMPLE BOTTLE

will be sent to any part of the world to any person filling up this  
form and enclosing 3d. for carriage. Foreign stamps accepted. If  
presented personally at our offices, no charge will be made.

Name . . . . .  
Address . . . . .

"Illustrated London News" (March, 1904).

EDWARDS' "HARLENE" CO., 95 & 96, High Holborn, LONDON, W.C.

"AN EXCELLENT FOOD,  
admirably adapted to the Wants of Infants and Young Persons."

SIR CHARLES A. CAMERON, C.B., M.D.,

*Ex-President of the Royal College of Surgeons, Ireland.*

# Neave's Food



BROUGHT UP ON NEAVE'S FOOD.

"A PERFECT FOOD for Infants." Mrs. ADA S. BALLIN,  
*Editor of "Baby."*

NEAVE'S FOOD has for some time been used in the

**RUSSIAN IMPERIAL NURSERY.**

GOLD MEDAL, WOMAN'S EXHIBITION, LONDON, 1900.

Ask for

# HENNESSY'S

## THREE STAR

## BRANDY.

A standard of purity throughout the world  
for upwards of half a century.

Absolutely unique  
in their qualities



# STATE EXPRESS CIGARETTES

No. 555:

PRICE

4/9 per 100;

1/3 per 25;

6d. per 10.

SOLD BY ALL LEADING TOBACCONISTS AND STORES.

If any difficulty in obtaining supply in any part of the world, please send P.O. or stamps to  
Manufacturers: ARDATH TOBACCO CO., 44, WORSHIP STREET, LONDON, E.C.



## WILLS AND BEQUESTS.

The will (dated April 24, 1903) of Mr. Hilton Philipson, of 77, Lancaster Gate, who died on Feb. 3, was proved on March 4 by Ralph Hilton Dodds Philipson, Roland Philipson, and Hylton Philipson, the sons, the value of the estate being £457,036. The testator gives to the Philipson Memorial Orphanage for Boys, and the Destitute and Crippled Children's Home, Gosforth, £1000 each; to the North Shields Ladies' Benevolent and Dorcas Society £500; to the Indigent Sick Society and the North Shields Blanket Society £300 each; to his wife, Mrs. Janie Dorothy Philipson, the use of his house and furniture, £500 per annum while she inhabits such premises, and an annuity of £2000; to Mary, Dora, and Emily Russell an annuity of £100; to Mary Gray and Mary Lawton annuities of £100 each; to Mary Potts £80 per annum; to Samuel Pilley and his sisters an annuity of £150; and to his daughter £500 for distribution among his servants. On the decease of Mrs. Philipson he gives his residence, with the effects, £500 towards the upkeep, and an annuity of £2000 to his daughter Annie. The residue of his property he leaves to his three sons.

The will (dated Sept. 23, 1901), with three codicils (dated April 16 and May 1, 1902, and Oct. 6, 1903), of

Sir Michael Robert Shaw-Stewart, Bart., of 11, Grosvenor Place, Fonthill Abbey, Wilts, and Blackhall, Renfrew, who died on Dec. 10, was proved on March 8 by Lady Octavia Shaw-Stewart, the widow, Sir Michael Hugh Shaw-Stewart, the son, and Henry Erskine Gordon, the value of the estate being £120,902. The testator gives £25,000 to his eldest son; Sedghill House, Wilts, to his daughter the Hon. Agnes Caroline Littleton; £3000 to his brother Robert Farquhar Shaw-Stewart; £1000 to his nephew Major the Hon. Rupert Leigh; £1000 to the Greenock Infirmary; all the furniture, etc., in his town house, the balance to his account at the London and Provincial Bank, Salisbury, £31,000, and the use and enjoyment of Fonthill Abbey to his wife; and very many legacies to persons in his employ and servants. The following portions are to be made up for his younger children—namely, £20,000 each to his sons the Rev. Charles Robert and Walter Richard; £5000 to his daughter Viscountess Newark; £10,000 to his daughter Mrs. Littleton; and £25,000 to his son Archibald William. Subject to the life interest of Lady Shaw-Stewart, he gives the Fonthill Abbey property to his son Walter Richard. The residue of his property he leaves to his eldest son.

The will (dated June 10, 1896) of Mr. William Chaffey Whitby, of The Woodlands, Raydon, Suffolk, who died

on Jan. 25, has been proved by John Vipont Radcliffe and Ernest Whitby, the son, the executors, the value of the real and personal estate being sworn at £104,180. The testator gives £4000, in trust, for the widow and children of his deceased son William; £250 to, and £7000 in trust for, his daughter Elizabeth Clara Radcliffe; £200 and £6000, in trust, for his daughter Emma Julia; £200 to his daughter-in-law Mary; £250 to John Vipont Radcliffe; £200 to each grandchild; £6000 each, in trust, for his children Kate Radcliffe and Edwin James; and £6000 each to his sons Ernest, George, and John Warren. The residue of his property he leaves as to one eighth each to his seven children, and one eighth to the children of his deceased son William.

The will (dated July 28, 1891), with a codicil (dated Feb. 8, 1901), of Mr. Francis Henry Coddington, of The Lawn, Southport, who died on Dec. 17, was proved on Feb. 27 by Francis William Percy Preston and William Dudley Coddington, the son, the value of the estate being £71,637. The testator gives his share of the business of Coddington and Lamb, cotton cloth manufacturers, to his son William Dudley. The residue of his property he leaves in equal shares to his children.

# HALL'S Sanitary Washable DISTEMPER

**WALLS ARE A PICTURE IN THEMSELVES** and add greatly to the fine effect of furniture and pictures when coated with **HALL'S DISTEMPER**. The flat uniform tints easily make most pleasing colour schemes.

The material is sold ready to mix with water, in 70 distinct colours. It is applied with a whitewash brush at one-third the cost of paint. It is not affected by light, heat, or damp, and does not crack, blister, or turn black.

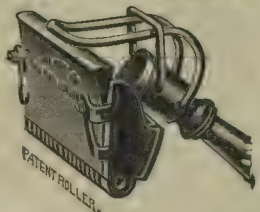
*Used and Recommended by Leading Decorators.*

Manufactured by **SISSONS BROTHERS & CO., Ltd., HULL.**  
London Office: 190B, BOROUGHS HIGH STREET, S.E.



## WILKINSON RAZORS

Invaluable  
for use  
on board  
Ship and  
Wagon  
Lits.



Finest  
Sword  
Steel.

### PATENT SAFETY SHAVER

With ANTI-FRICTION ROLLER.  
Single Shaver in Case, 8s. 6d. Shaver and two extra  
Blades in Leather Case, £1. Shaver with four extra  
Blades, £1 7s. 6d. Shaver with six extra Blades, £1 15s.

By return of Post on receipt of P.O.O. to  
DREW & SONS, Piccadilly Circus, JOHN POUND & CO.,  
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Mince the steak; wash the mushroom and mince it with the onion. Fry the mushroom and onion together until the onion is golden brown; then add the meat. Stir for two or three minutes before adding water, salt, pepper and Extract. Simmer gently for twenty minutes. Serve very hot with poached eggs on the top.

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## ECCLESIASTICAL NOTES.

Archdeacon Bevan has been the midday preacher at St. Paul's during the week, and next week we are to hear Canon Ottley. This has been a disappointing Lent so far as special services are concerned. It cannot be said that any preaching course has attracted exceptional attendances or awakened general interest.

Among the ablest Lenten sermons were those of Canon Body, who has, however, been taking rather a gloomy attitude towards the problems of the time. In one of his addresses he remarked that there are unmistakable signs of a great apostasy, moral and intellectual. He thinks we are in the backwash of a religious movement, and adds that the great need of England at the present time is a vitalised Church.

The most interesting obituary notice that appeared of the late Archbishop Machray was from the pen of the Rev. J. D. Mullins, one of his most intimate friends. "It was because he put on no side that the Canadians loved him. 'He could hitch up a horse and swing an axe with anybody,' was the enthusiastic boast of the

settlers." There were remarkable scenes at the Archbishop's funeral at Winnipeg. Snow was lying thickly on the ground, and the weather was intensely cold, but the people gathered in great crowds to pay their last tribute to a beloved friend and teacher. Hundreds travelled long distances by sleigh to be present, and the funeral procession included no fewer than seventy-five sleighs. The body lies under the shelter of an old maple tree near St. John's Cathedral.

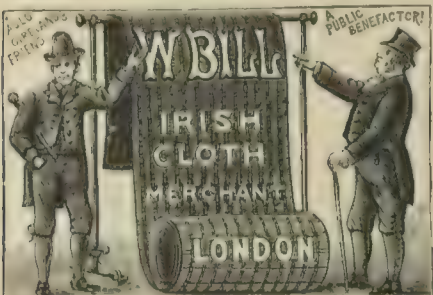
The full-sized model of the statue of Bishop Creighton which is to be erected in St. Paul's Cathedral has been completed by Mr. Hamo Thornycroft, R.A., and will be shortly cast in bronze. Portraits of the Bishop by Professor von Herkomer have been placed in the National Portrait Gallery and in Fulham Palace.

A West-End clergyman of remarkable energy and organising power is the Rev. R. Ross, who was appointed less than a year ago Vicar of St. Matthew's, Lisson Grove. Mr. Ross received his training under the Rev. F. S. Webster, Vicar of All Souls', Langham Place. The congregations at St. Matthew's have rapidly

increased, and every institution connected with the parish is in a flourishing condition. Mr. Ross's Wednesday evening service is one of the largest prayer-meetings in the district, and his men's service on Sunday afternoon grows steadily in numbers.

A life of strange adventure must be lived by the Bishops of the far North-West of Canada. A letter from Bishop Newham, from Lake Mistassini, Province Quebec, tells that he is shut up amongst the snows, and is contemplating a four weeks' walk on snow-shoes, unless he can escape by canoe. His wife and children are at Moose Factory. "I think," says this intrepid Bishop, "that I can get down in the small canoe of two of our hunters—very safe voyagers of these dangerous rapids, but very dirty for such close contact, and quite unaccustomed to wait on a white man."

Bishop Taylor Smith preached one of the most eloquent and popular of the many sermons for the Bible Society. Addressing a crowd of Volunteers and Yeomanry at Tunbridge Wells, he said that from palace to prison this was the Book that held the first place, and its popularity was greater than ever.—V.



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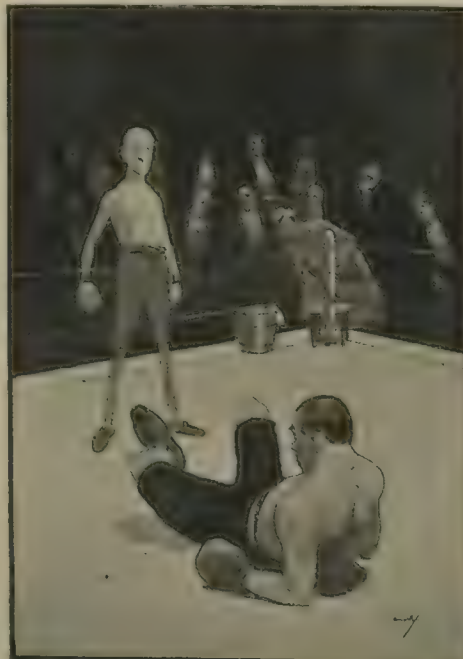
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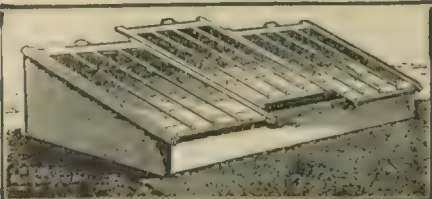
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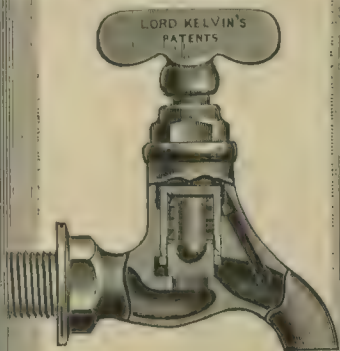
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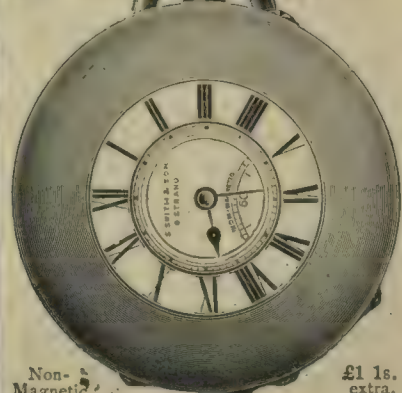
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Mr. E. COWELL, of 19, St. John's Quay, Dublin, writes: "Gentlemen,—Having suffered for a number of years from acute Rheumatism and tried so-called remedies out of number, including electric and massage treatment, without the slightest relief, I had nearly given up hope of being cured, and had practically made up my mind that my case was hopeless, when I was advised by a friend to try Clarke's Blood Mixture. I did so, believing at the time that it would be only one more of the many failures I had experienced, but I am proud to be able to testify 'unsolicited' to its wonderful effects. I experienced pronounced relief after the first bottle, and am now, after using four bottles, in perfect health, free from all pain. I will certainly recommend your medicine to anyone I know. I need hardly state that, owing to the nature of my employment, I meet many suffering as I did.—30/10/03."

Of all Chemists and Stores, 2/9 per bottle.

Ask for CLARKE'S BLOOD MIXTURE, and beware of Worthless Imitations and Substitutes.

Dr. Siegert's

Splendid  
Appetiser  
and  
Pick-me-up.**ANGOSTURA BITTERS.**

OF ALL WINE MERCHANTS, &amp;c.

Sole Consignees—  
KÜHNER, HENDERSON, & Co.,  
115, CANNON STREET,  
LONDON, E.C.22 Gold  
Medals.BOOKLET  
POST FREE.**"ABINGDON CORD"**  
SQUARESThe Strongest  
CARPETS  
for HARD WEAR

BEING REVERSIBLE THEY OUTWEAR TWO ORDINARY CARPETS.

They are the only Carpets which answer to modern requirements, being Hygienic, Decorative, Durable, and Inexpensive. EASY TO SWEEP. DO NOT COLLECT DUST. Send for Patterns.

Here are the prices of the ABINGDON CORD SQUARES, Art Shades, Bordered, Seamless, Reversible.

Sizes: 2 by 2, 2 by 2 1/2, 2 by 3, 2 1/2 by 3, 3 by 3, 3 by 3 1/2, 3 by 4, 3 by 4 1/2, to 4 by 7 square yards.  
6'- 7-6 9'- 11-3 13-6 15-9 18'- 20-6 42'- each.

Also made in all widths for Stairs, Landings, and Passages.

ABINGDON CARPET MANUFACTURING CO., 120, Thames Wharf, ABINGDON-ON-THAMES.

Makes the Skin as soft as Velvet

**BEETHAM'S LAROLA**Is Unequalled  
FOR PRESERVING THE SKIN & COMPLEXIONFROM THE EFFECTS OF  
FROST, COLD WINDS, AND HARD WATER.

IT ENTIRELY REMOVES AND PREVENTS ALL

ROUGHNESS, REDNESS, TAN, IRRITATION, CHAPS, &amp;c.

AND KEEPS THE SKIN SOFT, SMOOTH,  
AND WHITE AT ALL SEASONS.

Delightfully soothing and refreshing after Cycling, Tennis, Motoring, &amp;c. Bottles, 1s., 1s. 9d., and 2s. 6d. each. Of all Chemists and Stores, or post free in the United Kingdom from the Makers, M. BEETHAM &amp; SON, CHELTENHAM.



# Japanese Artists and the War.



THE JAPANESE OCCUPATION OF KOREA: THE JAPANESE MINISTER AT SEOUL INIMATING THE PROTECTORATE TO THE EMPEROR AND EMPRESS OF KOREA.

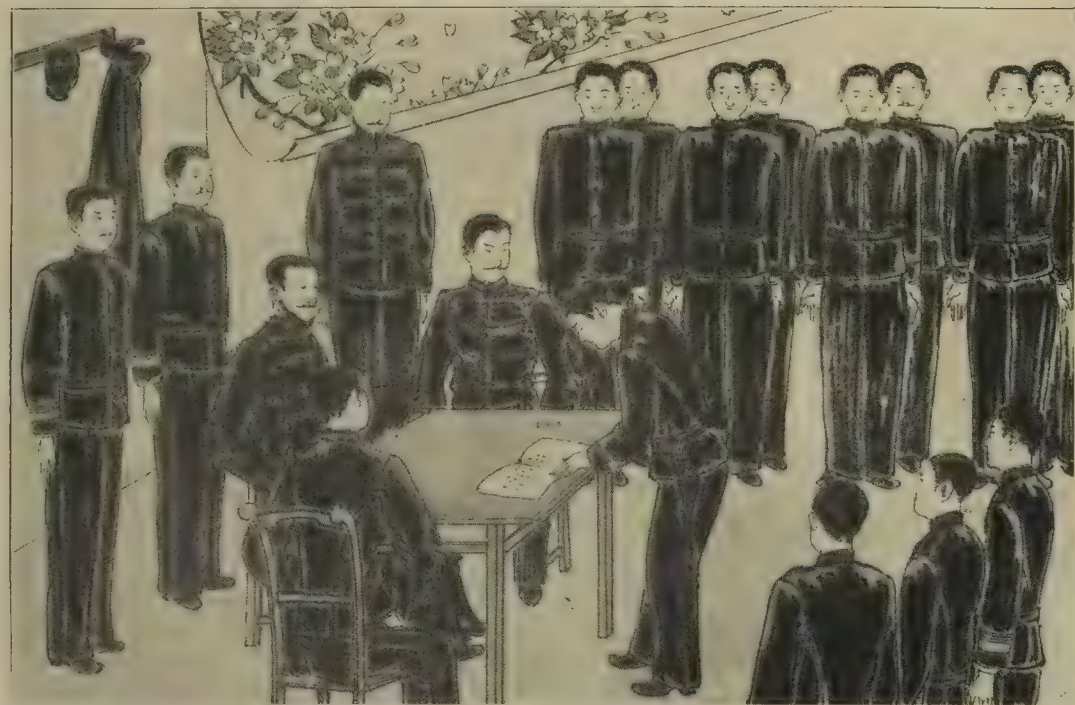
FROM A DRAWING BY A JAPANESE ARTIST.

*The Minister is seated at the table in the foreground, with his secretary, on the left, taking down the terms of the agreement between Japan and Korea.*



# A SOLDIER'S LIFE IN JAPAN: INCIDENTS OF BARRACK AND CAMP ROUTINE.

SKETCHES FROM A JAPANESE BOOK DEALING WITH THE MIKADO'S ARMY



1. THE BARRACK KITCHEN: PREPARING RICE AND VEGETABLES AND CARRYING RATIONS.

On the central table rations of rice are being packed into small boxes. On the right-hand table is the daikon, a sort of beetroot. Soldiers also receive a small ration of meat. Note the commissariat officer in his office.

3. A CONSCRIPT'S ADMISSION: SIGNING THE ROLL.

In the Japanese army no formal oath is administered. The conscript on joining merely signs the roll in presence of superior officers.

2. THE JAPANESE SOLDIER'S ABLUTIONS: A BARRACK LAVATORY.

The lavatory is an open shed with a long table running down the centre. On it stand small basins. Note the use of the toothbrush. Field ablutions are depicted in the small design in the corner.

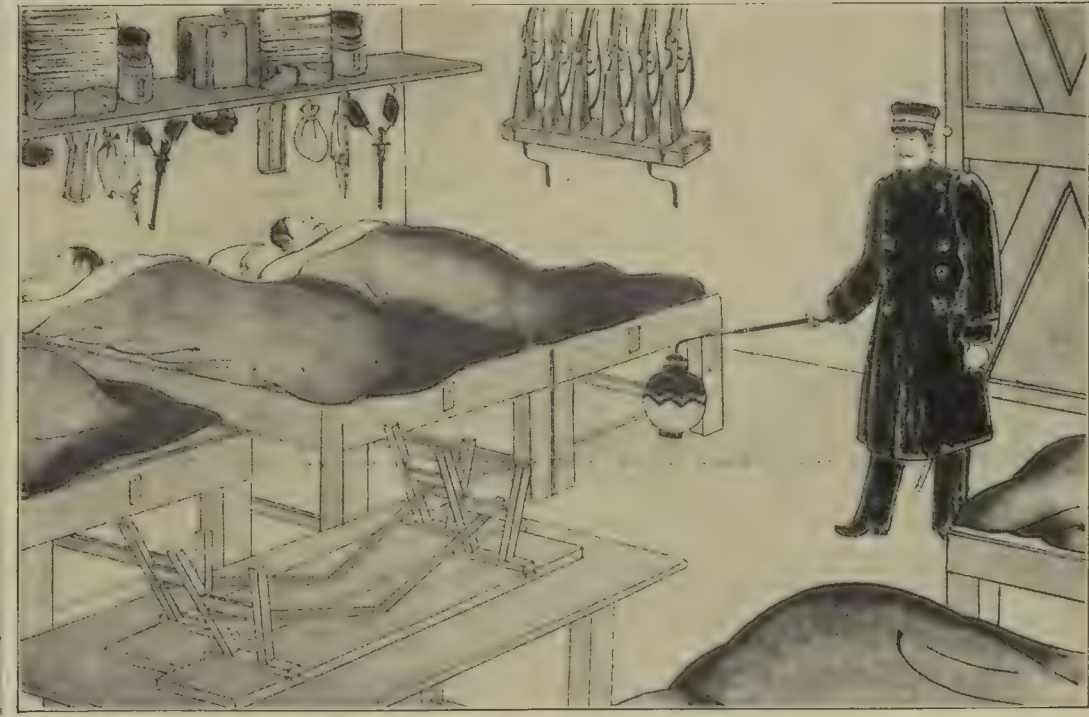
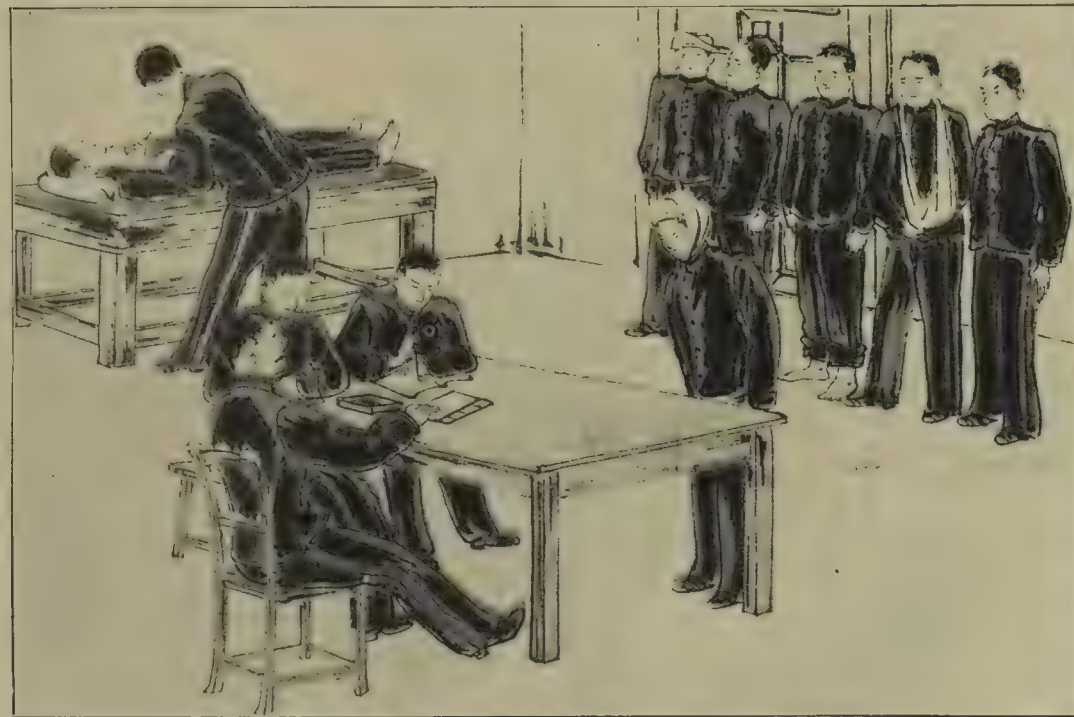
4. BRIDGE-BUILDING AND FORTIFICATION BY THE CORPS OF ENGINEERS.

On the left is depicted the making of a bridge of boats. On the right is shown the construction of an entrenchment.



# A SOLDIER'S LIFE IN JAPAN: INCIDENTS OF BARRACK AND CAMP ROUTINE.

SKETCHES FROM A JAPANESE BOOK DEALING WITH THE MIKADO'S ARMY.



## 1. BEFORE THE DOCTOR: MEN ON THE SICK-LIST UNDER EXAMINATION.

*Men who are not ill enough to be confined to bed are paraded before the doctor in his office. On the left of the picture an assistant surgeon is sounding a patient with the bi-astral stethoscope.*

## 3. KIT INSPECTION BY THE MAJOR.

*The most minute care of kit and arms is rigidly enforced. As in Western armies, each soldier must lay all his outfit on his cot for inspection. The use of emery-paper to burnish any part of the rifle is strictly forbidden.*

## 2. DORMITORY INSPECTION BY NIGHT: AN OFFICER ON HIS ROUNDS.

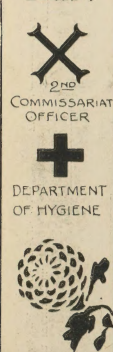
*The neat arrangement of kit and accoutrements is manifest from this picture, where each man's belongings are arranged with absolute uniformity. The cot is without springs, and is by no means luxurious.*

## 4. THE CANTEEN: DRINKING "SAKE" AND SERVING RICE CAKES.

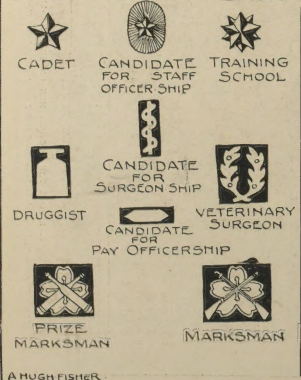
*On the left is a group of men drinking "sake," the drink made from rice. The right-hand division shows the bar of the canteen.*



# ARMY SLEEVE BADGES

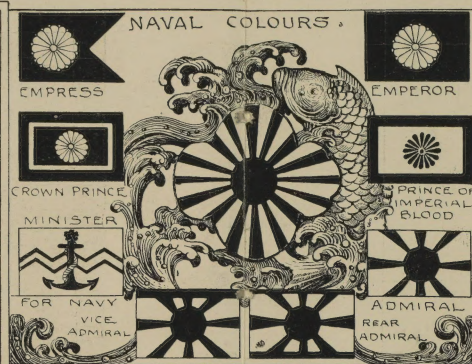


# ARMY COLLAR BADGES

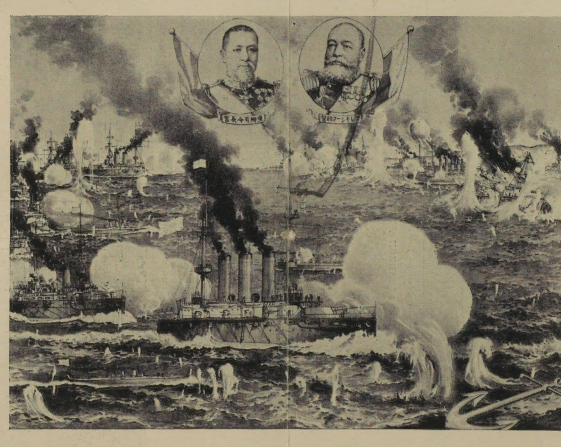


A. HUGH FISHER.

# NAVAL COLOURS.



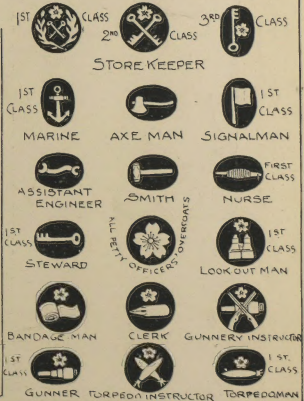
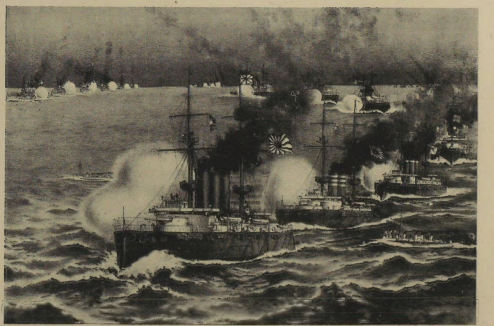
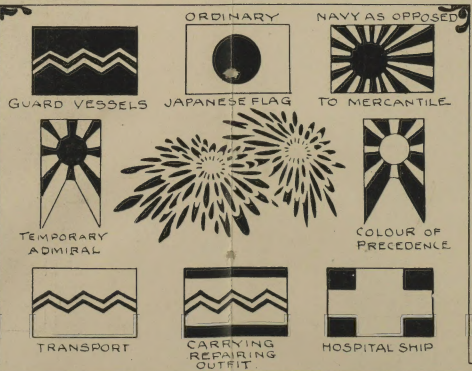
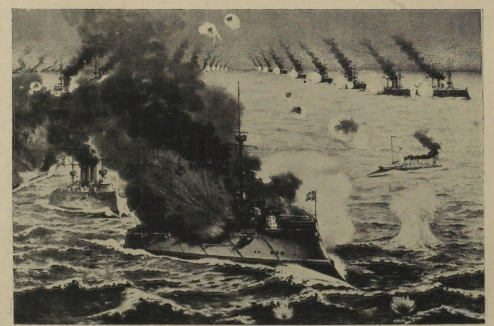
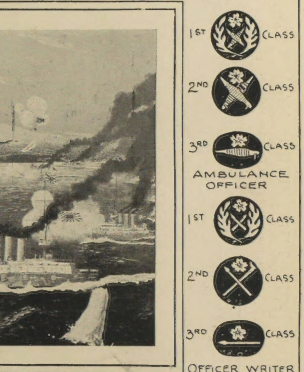
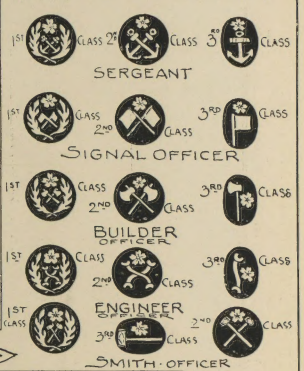
# BELT BADGES



# BELT BADGES



# SLEEVE BADGES OF PETTY OFFICERS AND SEAMEN



DIFFERENT VIEWS BY JAPANESE ARTISTS OF THE NAVAL BATTLE OUTSIDE PORT ARTHUR.

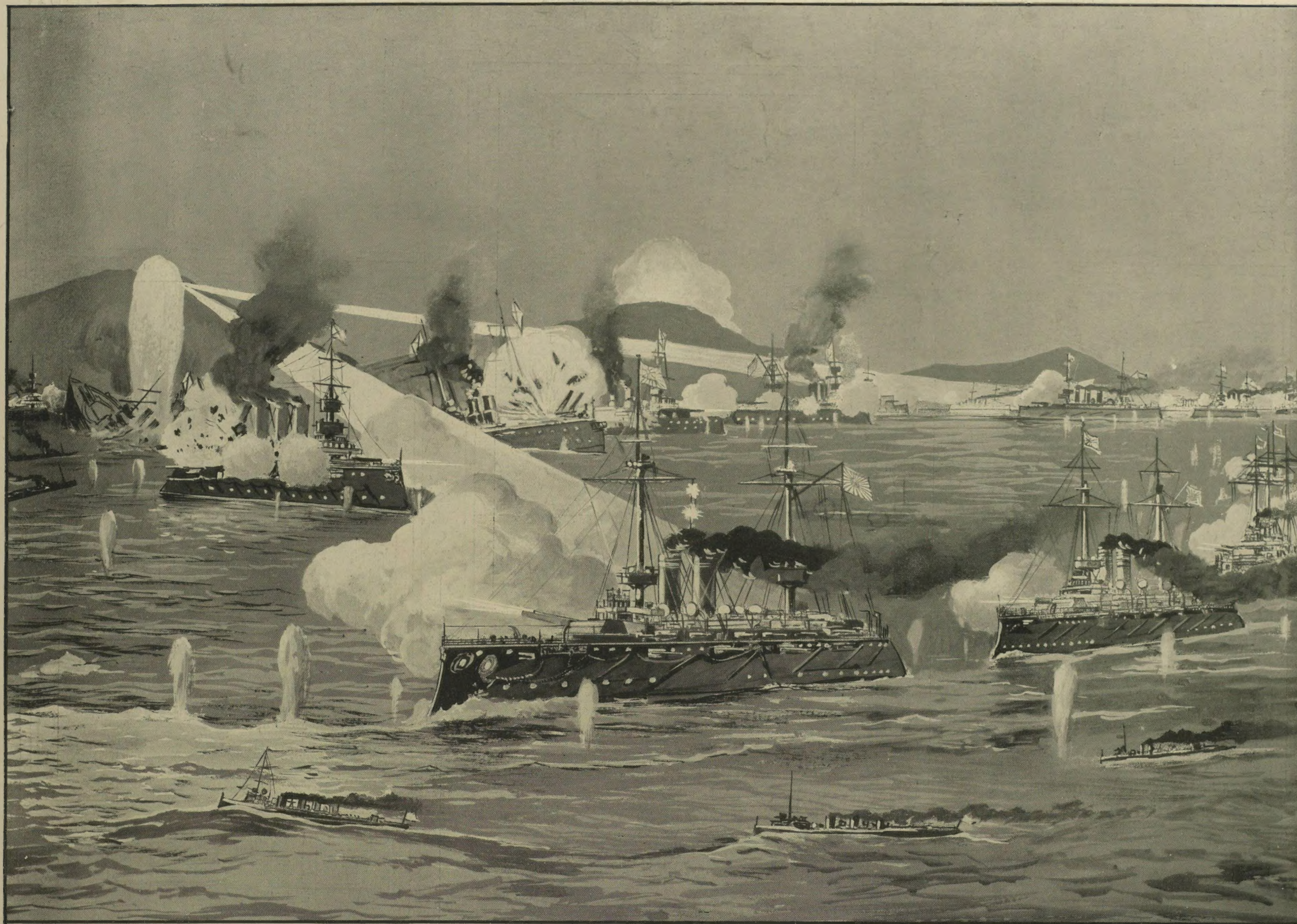
FACSIMILES OF LITHOGRAPHS PUBLISHED IN JAPAN.

IN BORDER: Distinctive flags and badges used in the Japanese army and navy. These badges and colours are taken from a book dealing extensively with details of the Japanese naval and military services. They are here re-drawn by A. Hugh Fisher.



A JAPANESE ARTIST'S VIEW OF THE FIRST NAVAL ACTION AT PORT ARTHUR.

FACSIMILE OF A LITHOGRAPH PUBLISHED IN JAPAN.



ADMIRAL TOGO'S SQUADRON ATTACKING THE RUSSIAN FLEET.



THE RED CROSS IN JAPAN: WOMEN'S CARE FOR THE WOUNDED.

FROM A SKETCH BY A JAPANESE ARTIST.



A WORKING PARTY OF THE RED CROSS SOCIETY: WOMEN OF THE ARISTOCRACY MAKING LINT AND BANDAGES AT THE HOUSE OF PRINCESS KOMATSU.

*The Japanese Red Cross Society is under the direct patronage of the Empress, and includes among its most active members the women of the foremost families in the Empire.*



# THE MAN AND THE MACHINE: THE CONTROLLING BRAIN OF THE JAPANESE NAVY.

BASED UPON A SKETCH BY A JAPANESE ARTIST.



ADMIRAL TOGO DIRECTING A NAVAL ACTION IN THE CONNING-TOWER OF HIS FLAG-SHIP.

The modern Admiral controls the whole working of his ship from the small bomb-proof chamber known as the conning-tower. He has the steersman at his elbow, and on the right and left of the wheel stand the telegraphs which communicate to the engine-room the orders, "Full steam ahead," "Full steam astern," "Half steam ahead, or astern," "Dead slow," "Stand by," and "Stop." There is communication by speaking-tubes and electric bells with every part of the ship, and each gun may be said to be practically fired by the Admiral. The positions of the Admiral and his officers are from a Japanese picture, but the details of the arrangements of the conning-tower were supplied by Messrs. Vickers, Sons, and Maxim.